P. 42 SMART SEAMANSHIP TACTICS // THE FUTURE OF GPS P. 32

POWER & MOTORYACHT



THE ENGINE ISSUE

How To Keep Yours Purring

POD POWERED
TIARA 44

10 QUICK PRE-SEASON MECHANICAL CHECKS

USED-BOAT REVIEW:
Tough Tollycraft 44


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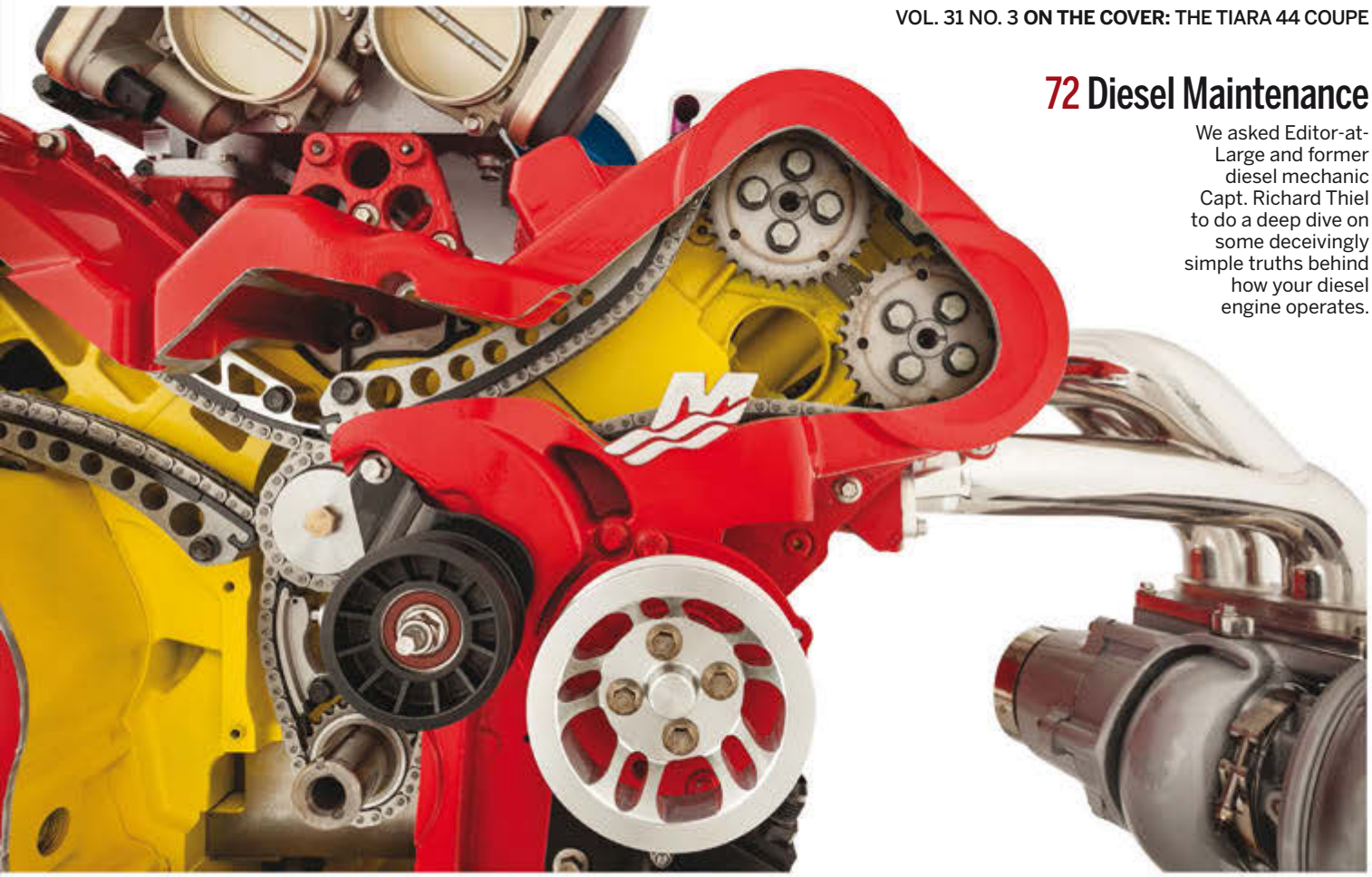
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IN THIS ISSUE

3/15

VOL. 31 NO. 3 **ON THE COVER:** THE TIARA 44 COUPE



72 Diesel Maintenance

We asked Editor-at-Large and former diesel mechanic Capt. Richard Thiel to do a deep dive on some deceivingly simple truths behind how your diesel engine operates.

Features:

68 Full Throttle

Capt. Bill Pike documents the dogged—and ultimately successful—quest by OuterLimits Offshore Powerboats to set the V-bottom kilometer speed record. Hang on tight.

84 A Tribute to Bill and Bob Healey

Viking's Healey brothers recently won the Lifetime Achievement Award from the editors at the AIM Marine Group, including us at *Power & Motoryacht*. Here's a little story that explains why. We think you'll be convinced. By Kevin Koenig

96 Used-Boat Review

A gently used Tollycraft 44 CPMY may be just about right for a boater looking to put a bunch of miles under his hull at a good price. By Capt. Steve Creel

Boat Tests:

56 Riviera 6000

Riviera knows a thing or two about building a versatile, seaworthy boat. And they put all of that knowledge into the highly evolved Riviera 6000, a true must see. By Capt. Richard Thiel

Engine Special Bonus: The Fab Five (of engine options)

62 Sunseeker 86 Yacht

Alan Harper takes the Sunseeker 86 Yacht for a spin and realizes that the British builder has a whole lot of steak to go along with its sizzle. By Alan Harper

Engine Special Bonus: Putting the cart before the horse?

78 Tiara 44 Coupe

The Tiara 44 Coupe is a forward-thinking cruiser that shows how this good ol' American boatbuilder remains at the forefront of nautical innovation. The secret: Building boats people want. By Jason Y. Wood

Engine Special Bonus: An attitude adjustment

90 Sealine F380

Sealine has seen some changes in ownership over the years. But after running the F380, European Editor Alan Harper can gladly attest: When it comes to turning out high-quality builds, not much has changed.

Engine Special Bonus: A simple take on Volvo Penta's Dock and Drive system.



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IN THIS ISSUE

3/15
VOL31 NO. 3



Page 26



Page48



Page 52

Departments

10 LOGBOOK
Sailors, please stop judging me.

12 INBOX
Our readers write in with commentary and insight. You guys really do know a lot about boats.

16 WATERFRONT
The golden age of marine propulsion; a floating hotel; a command bridge that would make George Jetson proud; and more.

22 NEW BOATS
Azimut 77S; Invictus 280 GT; Lagoon 630 Motor Yacht **PLUS:** New Boats Notebook

28 POWER & PROPULSION
This spring check-up will keep you cruising.

32 ELECTRONICS
Boaters benefit from a new kind of space race.

38 NEW ELECTRONICS
Lowrance HDS Gen3 Series; Fusion MS-BB300; LinkWav Satellite Communications

42 TACTICS
Being smart at the dock can save you major headaches out at sea.

48 GEAR
Dial up your efficiency with Torqeedo electric propulsion.

50 SPORTFISHING
An Ernest Hemingway-approved fishing tournament.

52 SIGHTLINES
Michael Peters can't believe how far the outboard has come. Can you?

54 EXPOSURE
A once-in-a-lifetime trip yields a one-of-a-kind photo.

103 BOATYARD
Separating fact from fiction when it comes to **fuel-water separators;** Also: **Refresh your head.** **PLUS:** Cruising with Capt. Creel

184 AFTER WORD
Robert "Fly" Navarro tells the tale of how he grew up, and learned to be a man.

POWER & MOTORYACHT
Digital

Online Exclusive:

VIDEO: Watch a video on the Healeys and why they were honored with the AIM Editors' Choice Lifetime Achievement Award.
PHOTOS AND VIDEO: See more views of the Tiara 44 Coupe and watch a video of the designer discussing her development.
VIDEO: Fulfill your need for speed with a video accompanying Capt. Bill Pike's feature "Full Throttle," and the V-bottom Kilo record try by Outerlimits Offshore Powerboats.

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MARQUIS

From 42' to 72'. Nothing could be better.

BY GEORGE SASS JR.

LOGBOOK

I Come in Peace



ENGINE SERVICE SPECIAL: Welcome to our engine special. Here (and sprinkled throughout the issue) you'll find tips to keep things running smoothly:

▶Next time you haul out, check your rudder alignment against your helm. Bear in mind that the rudders on most twin-engine watercraft toe in, usually from 5 to 8 degrees.

▶Spend a little time checking your engine manual after you buy that new boat. Make sure you've got the right maintenance procedures lined up to maintain the validity of your warranty. It's just good sense.

▶Toss an oil-absorbent sock (like Johnson Pump's BioSok) into the bilge on a seasonal basis. Clean most of them in accord with directions and you can use 'em again.

The incident was as predictable as a sunrise. I idled through the shallow Cayo Costa anchorage—a sliver of paradise off Florida's west coast—looking for a spot to set the hook for the night. Slowly the "crows" rustled from their sailboat cockpits, stirred by the noise of the intruder. They appeared pissed off.

"Wait for it. *Wait*," I instructed my wife. "There! He's making the move." The "crow" sprung from his cockpit and flew to his perch on the bow of a Ted Brewer-designed Morgan 38. This was followed by my favorite move; *ahh*, the stretching of the bitch wings—a term my friend Peter Swanson shared with me to describe the pageantry of firmly planting one's hands on the hips, and then just staring while looking distraught and angry.

Our anchoring routine is dialed in. I operate the windlass on the bow, my wife is at the helm, and we silently use hand signals to complete the task. Yet the bitch wings still flew in all their glory 200 yards away. I threw them a wave and a smile—a gesture that agitated the crow on the bow even more. He clucked something then strutted back to the cockpit, bobbing his head.

Man, I don't get it. There appears to be increasingly deep resentment from some of my sailing brethren towards the powerboating clan. Heck, I think I make an ideal neighbor out here. I rarely operate a generator at night, except in places like the Virgin Islands in August. In that case, I search to find a downwind spot far away from every other boat. I don't want to disturb the anchorage (or stir any bitterness as my windows begin to fog over from the chill within).

You won't hear any loud music blaring from the cockpit speakers, either. I feel strongly that my music choices should not be yours. I care about the marine environment and discharge directly into the holding tank at all times.

I know enough about anchoring that I'm confident I will have done everything humanly possible not to drag down on you. I set an anchor alarm, and if it's blowing, I'm up several times a night to review the situation. If it's really howling, I'll post an anchor watch.

I'm the guy who calls you on the VHF asking to overtake you on your port side if you would pull back a little so I'll leave a minimal wake. Yet you ignore me.

I should confess that I started sailing long before taking to powerboats, and to this day, enjoy bluewater adventures on a sailboat more than any other boating endeavor. I also think the best thing we can do to nurture future boaters—power and sail—is to send kids to sailing camps at a young age.

So, these masses of perturbed sailors staring me down at every bend kind of stings. Just because powerboaters don't need the wind to move to the next port doesn't mean we are a thick and challenged breed. Trust me. Consider this a proverbial handshake and offer of friendship. I encourage you to clip your wings and come talk to a powerboater. Come borrow a bucketful of the abundant, perfectly squared ice that falls from the ice maker. Need a nice, hot shower or some water from the watermaker? Not a problem. Are you tired of using the same towel for more than a month? It only takes about 90 minutes to complete a load of laundry onboard.

Like everything in today's world, the bad behavior of a few seems to fuel the stereotypes. For instance, I worked briefly for a boat dealer in Naples, Florida, and the running joke along the docks was that a sailor comes to Florida with a five-dollar bill and one shirt and doesn't change either one of them. Just as sailors are viewed as cheap, I'm sure powerboaters are viewed as obnoxious, ego-driven pinheads. Both categorizations are way off base.

So why don't we all get along and remember that no matter what type of craft we're on, the common denominator we all share is a love for being on the water with friends and family. Isn't that something we can all agree on? And to my sailing friends, I'll be cruising up the East Coast this spring, so please save the energy and put down those bitch wings. I come in peace. See you on the water. ❐

George Sass Jr.
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HAVE A COMMENT OR SUGGESTION? TOSS US A LINE.

INBOX

HOW TO REACH US: *POWER & MOTORYACHT*, 10 BOKUM ROAD, ESSEX, CT 06426. **OR SEND AN E-MAIL TO:** INBOX@PMYMAG.COM

Praise for Peters

I am just reading Michael Peters's Sightlines column ["Crimes Against Humanity," February 2015] and had to write in. I agree wholeheartedly! What has happened to yacht design?

As a structural engineer and designer in the marine industry for yachts and commercial vessels under 60 meters, I applaud your "punch-in-the-gut" article. I started working with Ted Hood in his design office under Dieter Empacher where we worked by hand with ducks and spline on vellum, learning how to "site" lines, take cross sections, and calculate balance and stability. Ted Hood was one of the greats not only as a yachtsman, but a consummate designer (check out his book, *Through Hand and Eye*). I worked with Ted for over 30 years.

Hopefully the present trend will change and young designers will find the pride and joy of working by hand using their own brain instead of staring at a screen and waiting for the answer. They could start by knowing what ducks and spline are!

— Francis Morey
Palmetto, Florida

Safety Tips, Pass Them On

I love the magazine and all the boating tips you provide. I have



one clarification to Captain Thiel's sound advice not to leave rags in an engine room (Power & Propulsion: "Safety Down Below," January 2015). Petroleum products [like an oily rag] are not subject to spontaneous combustion. The hazard of oily rags would be the evaporation of the product in an enclosed area/room where the vapor could be ignited and produce a flash fire or explosion.

Also, when using linseed and tung oils, or turpentine on woodwork, remove all used rags from their vessel as many agricultural oils are subject to spontaneous combustion. Stay safe.

— Brian Walsh
Via e-mail

Happy Birthday, *Power & Motoryacht*

Congrats on your 30th. The issue [January 2015] was great. I've subscribed since the days of Bonnie O'Boyle. Glad to hear she's doing well.

— Phil Linker
Via e-mail

Advice From An Avid Anchorer

In the December 2014 issue Capt. Bill Pike explained how to measure how much unmarked anchor rode you're letting out by calculating the rate of speed your anchor falls through the water and then using your watch to set your desired length of rode. One reader passed on some sage advice of his own:

Just wanted to say how much we enjoy *Power & Motoryacht* and look forward to it each month.

Also, Capt. Bill's suggestion was a very good one. There are a couple of great alternate techniques to calculating the length of a rode deployed.

This technique works day or night, and in rain sleet, or snow. It's pretty much foolproof: Know the windlass manufacturers tech specs on 'fps' (feet per second) your windlass pays. Keep in mind, manufacturer stats may be 'unloaded' rolling the chain through the gypsy—test it and be critical of the performance information. Press the down button and know (in addition to how long your rode is and that the bitter end is attached to a stout bulkhead) what your fps rate is. Count it in your head to know about how much you have let out.

Another way, which is good when you are unsure of the bottom and you want to make sure to lay the anchor/rode with extra caution: In advance, measure the distance on the deck from the windlass to the bow roller, the span where the rode is visible as it is deployed. If that distance is 10 feet, then look at a link of the chain as it comes off the windlass, follow that link with your eye until it disappears. That should be your measured distance that has just gone out. Immediately cast your eye back to the starting point to spot your next link and follow it again to the point of disappearance. You just counted out 20 feet of chain (roughly) with very little expenditure of energy except to follow a chain link (or two) with your eye.

I prefer the second method when I am uncertain of the holding or bottom condition.

Thanks for hearing my two cents and I hope this may help somebody engaging in one of the most difficult topics of yachting...the act of anchoring.

— Capt. Tim Cordts
Via e-mail



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INBOX

A Little Foggy

Seeing the headlines on the cover of the December 2014 issue, I was interested in the article describing, "How to Navigate Through Thick Fog Safely" (Electronics, December 2014). However after reading Peter Swanson's description of his trip, I was disappointed that the account contained so little actual information. While fog-bound, how fast or slow did the Clearwater 28 go? What were the sea conditions? What were the brand names and models of the electronics employed? What were the deviations between fuel consumption and time between "normal" cruising conditions and those encountered traveling through fog? Because of the reduced visibility, was a crewmember assigned as a bow lookout? These and other questions came to mind and I longed for actual answers.

Hopefully next time there might be included information that is more useful.

— Capt. Dave Alinsky
Fore River, Massachusetts

The editors respond: Thanks for your note, we're sorry you didn't find the article useful. The equipment Peter Swanson was using was noted in the caption: a Garmin GPSMAP 7212. As all knowledgeable boaters know, the most important lesson in adverse conditions is to adjust your speed and watches to be appropriate and safe for the visual and sea conditions at hand. Radar ranges and lookouts would be derived from that speed.



A Fond Memory

I read with great interest George Sass Jr.'s Logbook re: *Cuba, Rum, a New Boat and a Scrappy Editor* regarding a trip to Cuba. It really took me back. I had the privilege to be captain on that Grand Banks Europa thanks to David Marlow, who was the dealer for them at the time.

Looking back through my own logbook of the trip I recalled that cruising to Cuba was not nearly as straightforward as cruising to the Keys. Anyone thinking about going there by boat should research it ahead of time and be prepared. It may not always be fun, but it is sure to be an advanture.

—Linda Howe
Palmetto, Florida

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WATERFRONT

(THE WHO, WHAT, WHEN, WHERE, AND HOW OF BOATING) BY DANIEL HARDING JR.





Holy Hull

From pods to jet drives, and from prop tunnels to resin-infused hulls and carbon-fiber superstructures; the quest to build faster and more efficient boats has led to some remarkable advances. We seem to be in a proverbial golden age of marine propulsion.

And the next big advancement might just come from an old design for something called a Hull Vane: an underwater wing that was invented in 1992, and first tested aboard a 58-foot sailing yacht bound for the America's Cup. The Cup committee would go on to ban the appendage for providing the vessel with "an unfair advantage" in both speed and efficiency.

Fast forward to 2015. Van Oossanen Naval Architects recently dusted off their design for the Hull Vane to provide that once-banned efficiency to a 138-foot custom-built Heesen named *Alive*.

"The design brief for the new Heesen 42 meter called for a very fuel-efficient, comfortable, and spacious design," says Perry van Oossanen of Van Oossanen Naval Architects. Knowing that fuel efficiency was essential to the owner, the design team saw the opportunity to incorporate their Hull Vane; a horizontal, underwater wing affixed to the aft section of a hull. Previously only used on container ships, the Hull Vane would make its motoryacht debut on *Alive*.

"The Hull Vane is a basically a fixed foil located below the stern of a ship. It reduces fuel consumption by optimizing the flow around the aft body of the vessel," explains Bruno Bouckaert, global sales director for Van Oossanen's Hull Vane.

"The force of running water across the wing of the Hull Vane creates a low-pressure pocket in between it and the hull," says naval architect Pieter van Oossanen. "This effect raises [the aft portion of] the hull out of the water [thus reducing drag] and also propels the vessel forward, increasing its speed."

After exhaustive tank testing and Computational Fluid Dynamics (CFD) calculations, the team of naval architects determined that a Hull Vane would in fact provide the necessary efficiency that the owner and Heesen Yachts were looking for.

During *Alive*'s sea trials, Heesen saw "24 percent [fuel savings] at maximum power and an average of 18 percent throughout the speed range," according to Perry van Oossanen. But not everything about the Hull Vane's performance was as expected, "It was not found initially but after quite a lot of work: The top surface of the Hull Vane is a low pressure region that sucks down any high waves that are in that location. So the vessel has less wave resistance."

In other words, *Alive*'s pitch in head seas was dampened.

According to Perry van Oossanen, it's easier to incorporate a Hull Vane into a new boat his firm has designed, but he further explains that the device can be mounted on and provide enhanced efficiency to an already built "medium-speed" (12- to 18-knot) yacht.

"For new vessels you have the option of reducing the propulsion power, which in itself is a cost savings which offsets the cost of the Hull Vane. But from an installation standpoint, there is really no difference [between an old and new boat]," says Perry van Oossanen. "We were even able to install a Hull Vane on a ship while it was in the water, without having to dry-dock it."

In most cases the underwater wing is built from steel and mounted at the stern of the hull, but it can also be built right into the bottom of a hull,



which was the case with *Alive*. It can also be built from aluminum or another composite material if weight becomes a structural issue. Van Oossanen Naval Architects claims that once the Hull Vane is installed, the only maintenance needed is a good coat of antifouling paint. "Since there are no moving pieces on the Hull Vane there are no maintenance costs."

Heesen's recent test data proves one thing: Once filed away and nearly forgotten, the Hull Vane is *alive* and *well*. *hullvane.com*

Yes, Robot Bartender, I Will Have Another.



Mix two parts cool with two parts futuristic technology and you have a recipe for a robotic bartending system that can create 120 cocktails per hour, ordered with just a few swipes on your smartphone.

No, this isn't a scenario from a sci-fi film, such a bionic bar actually debuted last November aboard Royal Caribbean's *Quantum of the Seas* courtesy of robotics company, Makr Shakr. At center stage of the cruise liner's steel bar, beneath a colorful collection of liquor bottles, sits a pair of robots ready to create the perfect cocktail from a choice of 30 different spirits. Should a guest want their martini shaken, not stirred? No problem. The machine can muddle, stir, shake, and strain.

From the bar's included app, guests can order from a preprogrammed list of specialty cocktails or it can create something new just by typing in your recipe.

Makr Shakr claims that they can install their bionic bar to fit almost any living space, so your saloon or cockpit could be a real possibility.

But while the next logical step for the robotic crewmates is to jump from cruise ships to the yacht-charter industry—where employing one less stew promises real cost savings—it might be some time before we see that happen. It currently takes about 41,600 man-hours to build the bar and install its systems. (Pricing is custom, based on your requirements.)

Makr Shakr hopes that in the near future its system will be able to track a guest's alcohol consumption and blood-alcohol levels and cut them off when they've had too much to drink (artificial intelligence indeed!).

Sure, this electric-powered pouring machine might not be a good listener, or provide sound advice for your life's woes, but it can pour a perfect margarita and many would agree that's just as good.



A New Type of Tender



Too tired from a passage to lower your tender into the water, and too impatient to wait for the launch service? Just strap on your jet pack and soar over to shore. According to Martin Jetpack, we're only a couple of years away from that being a reality (promises, promises).

The company, which has successfully taken its prototype to 3,500 feet and—safely—returned the craft and its test pilot back down to earth.

Lightweight and strong, readers of this magazine will be familiar with how its superstructure is constructed: resin infusion and vacuum bagging. Lift is produced by drawing air into ducts, accelerating it via rotors, and then directing it downward. *martinjetpack.com*.

CREATING LUXURY IS EASY. BUILDING A BOAT THAT MEETS THE SEA WITH EXHILARATING CAPABILITY AND CONFIDENCE IS NOT. BUT IT HAPPENS HERE, IN THE LEGENDARY DEEP-VEE HUNT HULL.



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HUNT YACHTS





A HAPPIER HOTEL

There are hotels on the water and then there are hotels *on the water.* The Iris series of yacht islands from Eramotive falls into the latter category. Available in LOAs of 148, 246, and 410 feet, each features an oblong superstructure with rounded sides. Available interior layouts include: a floating convention center, entertainment venue, or a hotel.

The structure is intended for extended living at sea, so its design team wrapped much of its exterior with photovoltaic (solar) panels to provide green energy. If desired, a hydroponic garden can be added to the vessel to further enhance the ability to remain self-sufficient at sea. Perhaps the most futuristic feature of this series will be the massive glass walls on the main deck that retract—like a glass door at the push of a button providing infinite views of your surroundings. Pressing a second button summons 3-foot extended decks that are suspended over the water.

Ride the Waves

Whether you're on the hook in a secluded cove, or tied to the bulkhead of a major city, exercising while aboard is not always easy. This is partially why water toys such as kayaks and standup paddleboards have seen a boom in popularity. Startup company Schiller Bikes is hoping to see bike-boats have a similar resurgence.

The California-based company released a bike-boat called the X1 Founder's Edition ($8,775) with stainless steel and aircraft-grade aluminum materials atop rugged, 100 denier PVC pontoons.



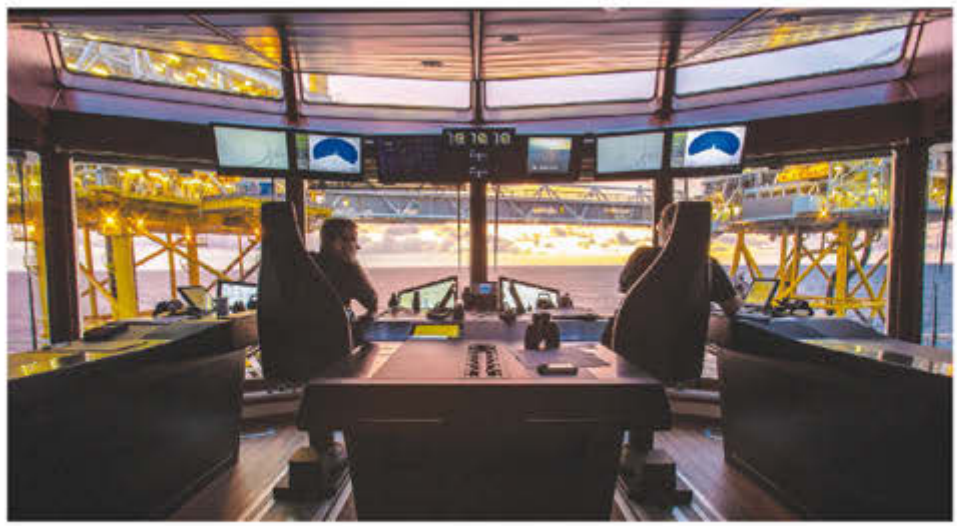
Power is generated by pedaling, transferred via Gates Carbon Drive belts—designed to withstand corrosive environments—to twin oscillating props. Steering of the props is done via a rotating handlebar. Depending on the user's fitness level, the Founder's Edition can do up to 8 knots.

Space constraints faced by boaters were taken into consideration during the design process; the pontoons deflate for easy stowage and the frame on the largest bike is only 2 feet tall. All together, the Founder's Edition weighs in at 45 pounds yet it can sustain a 300-pound rider. According to Schiller, assembly and disassembly should take less than 10 minutes.

If you'd like to explore shallow waters, or get more exercise, this water toy is a smart fit for boaters. *www.schillerbikes.com*

Bridge to the Future

Every once in a while innovative technology from the shipping industry trickles down to the recreational yacht market. One such innovation we'd like to see fall our way is Rolls-Royce's concept for an integrated bridge system. It allows your helm seating to be inches from the glass displays or up to 3 feet back, providing room for not just standing, but walking around. When seated, a module in the armrest allows you to control the props, thrusters, as well as your MFDs. Check out more images of a helm that would fit in on the Star Trek *Enterprise* at *www.pmymag.com.*





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BY DENNIS CAPRIO

NEW BOATS

Azimut 77S

***CAPRIO'S FIRST IMPRESSION:** This beautifully proportioned yacht tickles our aesthetic fancy with a handful of unique details. Plus, for a 77-footer, her speed promises to raise the hairs on the back of your neck.*

The high level of skill in modern design has sent everyone scrambling to give owners something to crow about at the yacht-club bar. For the most part, the basic shapes of the boats are similar, likely because customers expect their purchase to fit into the mainstream so the resale value stays respectable. Design teams, then, must use innovative aesthetic details and interesting general arrangement plans to distinguish their creations. Azimut has been consistently good at this practice.

Stefano Righini is responsible for the 77S's concept and exterior design, and he's followed the current trend of combining nautical and automotive themes. In a profile view, for example, we see a subtly curved foredeck blending seamlessly into a mouthwatering deckhouse. It reminds me of a Maserati GranTurismo coupe, but the plan view (from above) reveals a spacious lounge/play area that houses a sunpad forward and a dinette just aft. When you've moored stern-to, this area provides a lovely escape from the prying eyes ashore.

This yacht is large enough to include useful side decks and bulwarks within her high style, and combined with sturdy handrails, they add to the safety of moving forward and aft while the boat's underway. If you appreciate design, you'll agree that Righini has drawn a lovely superstructure. Anchored by a structural member, which adds a bit of character to the side windows, the house arcs gracefully over the saloon and provides a perch for a slick flying bridge.

Yachts nowadays have become a microcosm of the owner's recreational lifestyle, and builders have responded to the customers' wishes with spacious and tasteful interiors. Carlo Galeazzi designed the interior of the 77S and has taken full advantage of the uninterrupted space belowdecks allowed by the use of pod drives. The three Volvo Penta IPS1200s live way back aft, making room for ancillary machinery and the crew's quarters between the power and the full-beam master stateroom. Crew members come and go via a private staircase to the afterdeck. The galley, two guest staterooms, and the VIP cabin fill the remaining space on the lower deck.

Social life aboard the 77S will take place in the large and very well-lit saloon and on the afterdeck. Simple lines define the furniture, and the symmetrical arrangement makes the best use of space. This yacht ought to be an altogether grand way to spend one's days on the water. Stay tuned for a more in-depth look at her in a future issue.

Azimut Yachts, 888-429-6812; www.azimutyachts.com



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- AZIMUT 77S
- LAGOON 630
- INVICTUS 280 GT

LOA: 77'5"
BEAM: 18'3"
DRAFT: 5'5"
DISPL.: 110,432 LB. (FULL LOAD)
FUEL: 1,109 GAL.
WATER: 291 GAL.
POWER: 3/900-HP VOLVO PENTA IPS1200s
CRUISE SPEED: 32 KNOTS
TOP SPEED: 36 KNOTS
PRICE: $4.5 MILLION, CIF DUTY PAID MIAMI



Lagoon 630 Motor Yacht

***CAPRIO'S FIRST IMPRESSION:** The styling of Lagoon's 630 Motor Yacht suggests seakeeping ability and long range. This is good, but even better, she doesn't need stabilizers, and has more interior volume than a monohull of the same length.*

Consider this boat's pedigree: naval architecture by VPLP and interior by Nauta Yachts. VPLP made its reputation designing hyper-fast sailing multihulls. This firm knows about low-resistance hull forms. Nauta earned its stripes by styling the exterior and interior of many fine custom and production sailing and motoryachts. Their collaborative effort places the Lagoon 630 MY on the top shelf for quality.

Unmistakably Lagoon, the 630 MY carries the builder's trademark upright superstructure with a certain amount of pride. Flying in the face of current trends toward dramatic curves, severely raked windshields and side windows shaped like a scalpel's blade, the vertical windows of the 630's superstructure allowed Nauta to expand the useful space to the edges of the house. The shape of this structure, plus the shading from the overhangs above the windows and over the afterdeck, ease the burden of regulating the temperature inside the saloon.

Among the difficulties of designing a catamaran, creating bright staterooms may be the most demanding. Aboard smaller boats, the superstructure often extends outboard over the hulls, preventing the builder from using hatches in the narrow side decks to light the accommodations. The 630 is large enough, and also beamy enough, to have a spacious saloon without compromising the width of the side decks. Big hatches in these freeway-size decks, aided by portlights along the topsides, flood the accommodations with natural light.

Fans of monohulls like to say that finding space at the dock for a catamaran is a problem. They blame the extreme beam, and that's reasonable, but only if you spend most of your time in a slip. Am I wrong to assume that being at sea is why we buy cruising boats? If that's the case, renting a slip for a 90-footer will deal with your objection. After all, the interior volume is comparable.

And when you're away from the dock and you want to go fast on little fuel, the Lagoon 630 is very attractive.

Lagoon, 410-280-2368; www.cata-lagoon.com

LOA: 63'11"
BEAM: 32'10"
DRAFT: 3'11"
DISPL.: 76,500 LB.
FUEL: 793 GAL.
WATER: 254 GAL.
STANDARD POWER: 2/260-HP VOLVO PENTA D4s
OPTIONAL POWER: 2/300-HP VOLVO PENTA D4s
CRUISE SPEED: 12 KNOTS
TOP SPEED: 16 KNOTS
BASE PRICE: $1,744,000

Invictus 280 GT

***CAPRIO'S FIRST IMPRESSION:** If the Invictus 280 GT were a dog, she'd be a Staffordshire bull terrier—aggressive on the outside, and friendly on the inside.*

Designer of the Invictus 280 GT, Christian Grande, refers to his interpretation of a speedy dayboat as Nautical 2.0.

Grande relies on a careful balance of form and intelligent use of the boat's limited volume to create a nice ambience. Her reverse bow appears sharp and massive. The simple shapes of the cabin windows and engine-room air intakes emphasize the monolithic character that Grande wanted. In addition to a dramatic look, this bow structure allowed the designer to give her a longer waterline length, which increases longitudinal stability and interior space.

In keeping with her playboat mission, the 280 GT has a swim platform and a substantial sunpad over the engine box. The central part of the cockpit has an L-shaped settee facing the helm. The bridge, which also includes access to the interior via a companionway, enjoys the protection of a wrap-around windscreen. At the helm, we find an array of analog-style gauges, a video monitor, and an inclinometer. Steps on each side of the helm take you to the bow and its sunpad.



The interior gives the owners a spacious V-berth, enclosed head, and small galley—enough for overnight stays.

The Invictus 280 GT rides on a deep-V bottom with 18 degrees of deadrise at the transom. Strakes along each side add lift and suppress spray.

This mini-yacht offers a refreshing take on the high-performance dayboat.

Invictus,+39 0961 020388; www.invictusyacht.com

LOA: 29'2"
BEAM: 9'4"
DRAFT: 3'0"
DISPL.: 6,173 LB.
FUEL: 119 GAL.
WATER: 18.5 GAL.
STANDARD POWER: 1/320-HP VOLVO PENTA STERN DRIVE
CRUISE SPEED: 21 KNOTS
TOP SPEED: 38 KNOTS
PRICE: $111,620



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NEW BOATS Notebook

Take a look into our crystal ball and see what new boats are coming your way in the future. BY KEVIN KOENIG

Updates

Catching up with a boat we've covered here in the past.

ZEELANDER Z55



Zeelander has released new renderings of their Z55—first covered in September and seen above in front of the Z68—and I gotta say, she looks pretty sweet. Clean, sweeping lines, more than a hint of old-school charm with those smallish, rounded windows, and a large cockpit perfect for a cocktail cruise. Keep an eye on this one for the 2016 Miami show. ***www.zeelander.com***

Grand Banks 44 Eastbay SX

Launch Date September 2015



Mark Richards, CEO of Grand Banks, reached out to tell me a little something about the 44 Eastbay SX, one of his exciting new designs for the company. Richards promises the 44 will be "hard to beat" thanks to functional layout options including a choice of two or three staterooms, and a layup that utilizes lots of vinylester and E-glass composites for an exemplary weight-to-strength ratio. The boat will be rounded out with Volvo Penta IPS600s for high maneuverability as well. She'll be priced right around a million bucks when she splashes late next summer—a figure that makes this beauty very tempting indeed. *www.grandbanks.com*

Hunt 32cc

Launch Date April 2015



Peter Van Lancker, president of Hunt Yachts, told me that the 32cc, which launches this spring, "will not just be another fish-killing machine." He explained that his team's improved upon the ultimate offshore hull. "We took that fast, dry performance," he says, "and decked it into a family-sized recreation platform. There's lots of seating, places to store fun stuff, spots for your drink, your after-swim shower, everything." He did give a knowing nod to what the center console market tends to demand though, and added, "There are also places to put your rods and fish. Plus she'll go 45 mph with the standard Yamaha F250s." *www.huntyachts.com*

Fjord 48 Open

U.S. Debut Summer 2015



Fjord launched its sleek, highly stylized 48 Open this past January in Dusseldorf, with a U.S. debut tentatively slated for this summer. Though the builder has been unusually quiet about the launch to date, one company insider told me that the model should be able to do 40 knots with the hammer down, and also will have surprisingly leggy range for a day-boat. A hydraulic swim platform will make launching water toys a piece of cake, which makes sense considering the fun island-hopping trips this boat will most likely be used for. Sounds nice doesn't it? *www.fjordboats.com*

Arcadia 100

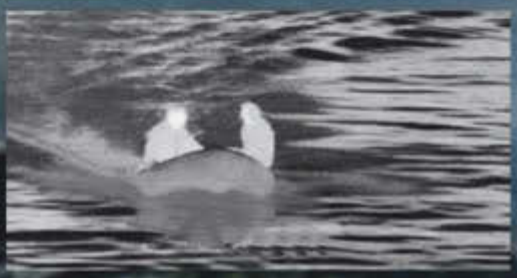
Launch Date September 2015



If you've been paying attention, you know that Italy's Arcadia Yachts has been making waves, so to speak, with high-minded yacht concepts that are true showstoppers. Literally, if you see an Arcadia at a show there will be people stopped in front of it, staring. The 100 should be no different. Though the company has remained relatively tight-lipped about her, judging from this rendering, she should have an incredible amount of interior space, and if her forebears are any indication, she will also carry on Arcadia's tradition of building efficient, environmentally friendly boats. And that's something I think we can all get behind. ***www.arcadiayachts.it***







Images for illustrative purpose only.

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BY CAPT. RICHARD THIEL

POWER & PROPULSION

The One-Hour Mechanic

PERFORM THESE TEN QUICK AND SIMPLE CHECKS NOW AND INCREASE YOUR ODDS OF ENJOYING A TROUBLE-FREE BOATING SEASON.

Well, it's that time of year again, when those of us forced by meteorological privation to put away our favorite toys can begin thinking of retrieving them from the alien landscape and putting them back into the water where they belong. Yes, even though it may be cold and white outside, it's time to think of spring recommissioning.

This is usually where this column launches into a step-by-step explanation of how to get your boat ready for the season. But truth be told, as a *Power & Motoryacht* reader, you've probably been through enough of these exercises that any such exegesis will result in boredom, if not unconsciousness. So, confident in the belief that you know how to recommission your fresh-water system, install your batteries, and touch up your bottom paint as needed (or know someone who does), I'm going to try a different tack this year.

I'd like you to consider a spring launch as the ideal opportunity to do 10 quick maintenance checks that you know need to be done but probably won't do once fiberglass meets water. Now's the perfect time to perform these inspections because you'll be on the boat anyway but probably unable or unwilling to actually go anywhere. I promise the whole lot will cost you no more than an hour, and require neither mechanical aptitude nor special tools—if you can operate an adjustable wrench, nut driver, and flashlight, you're ready to go. Do them now and you'll have 10 fewer things to worry about during the season, and if you do find something that needs attention, chances are it can be addressed **without cutting into your precious boating time.**



Debris in the clear setting bowl of your fuel filters can be a sign of contaminated fuel tanks.

1. Engine mounts. Shine your light on them looking for loose or corroded fasteners and cracked or otherwise deteriorated rubber.

2. Drive belts. Push down on them; if they don't deflect about a quarter of an inch they're too tight and may cause premature bearing wear; more than half an inch, they're too loose and may slip. Grasp the belt and twist it so you can see the underside. If it's shiny or cracked you need a new belt.

3. Zincs. Remove each, and don't forget those in your marine-gear oil cooler. My rule of thumb is to replace any sacrificial anode that is more than 20 percent gone. I dab red paint on each bolt end to make it easier to locate next time.

4. Through-hulls. Even synthetic seacocks can seize up if they're not occasionally exercised, so give all of yours a few good swings from full-open to full-closed. If after doing so they don't move freely, they should be rehabbed by a competent mechanic. If you have bronze seacocks with grease zerks (grease fittings), hit them with a grease gun and then open and close them a few times.

5. Hoses. Coolant hoses have a propensity to fail at the most inconvenient times, so now is when you should check them by looking for abrasion or other damage. Squeeze them. If they're firm and pop back into shape, they're probably fine; if not, replace them. Look for signs of weeping or leakage.

6. Hose clamps. Repeated thermal expansion and vibration can cause hose clamps to eventually loosen, and not all clamps are impervious to corrosion. Visually inspect each clamp for signs of oxidation and then tighten it using your nut driver.

7. Fuel-water separator. You check the clear settling bowl in your fuel-water separator every time you fuel up for signs of water and debris, right? No? Well this is a great time to shine your light on that bowl and make sure that the fuel in it has a consistent amber color. If it doesn't, drain off the crud until it does, and then make a note to check it again after a couple of fill-ups. If the problem repeats, you may have contaminated fuel tanks. Oh, and if the fuel in the bowl is dirty, the separator's particulate filter probably needs replacement.

ABSOLUTE





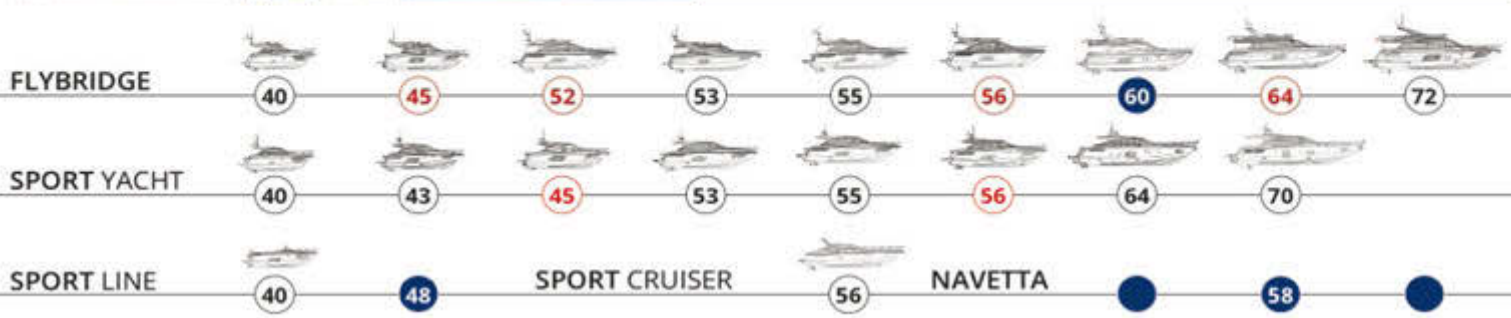


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Mankiewicz

POWER & PROPULSION

8. Exhaust system. A leak in the exhaust system is rare but not unheard of. If you've got one you should be able to see clear evidence of it. Repairs are a job for a pro. And while you're at it, make sure all that shiny heat insulation is intact and in place.

9. Ignition system. If you've got gasoline engines, make sure the spark plug wires and boots are clean. I wipe mine down with a rag dampened with clean paint thinner, though any mild solvent will do. If the rag comes away black, it's a sign that the rubber has deteriorated and the wires need replacement. Pay special attention to the spark-plug boots. If they're brittle or cracked, it's yet another sign that the wires need replacing.

10. Shaft seals. Most new boats have dripless shaft seals that are maintenance-free, in theory. Give them a visual inspection with special attention to the water-supply line off the engine. If this line leaks or becomes detached, the bearing will overheat and may seize, while the tube will continue to pump water into your bilge—not an optimal combination. ❐

NEW PRODUCTS

New Mercruiser 4.5L

www.mercurymercruiser.com

Virtually all gasoline marine engines are adaptations of automotive powerplants but now there is one notable exception. The V-6 block for the new Mercury/Mercruiser 4.5L was designed solely for marine use. It employs cast-iron componentry where there is exposure to seawater and corrosion-resistant aluminum and aluminum alloys everywhere else. A long-runner intake manifold is said to create additional low-end torque for quicker planing. The 4.5L was also designed to be smoother and quieter thanks to a rear-facing throttle body, antiwhistle throttle plate, special engine cover and engine mounts, lightweight flywheel and structural oil pan. Standard adaptive speed control lets you set a desired rpm, and the engine will hold it there regardless of sea conditions. And those of you who do your own maintenance will appreciate the front-mounted lube-oil monitor, color-coded maintenance points, easy-to-reach oil filter and fill, and how-to videos that you can access via the QR code on the engine label.



Kohler Decision-Maker 3500

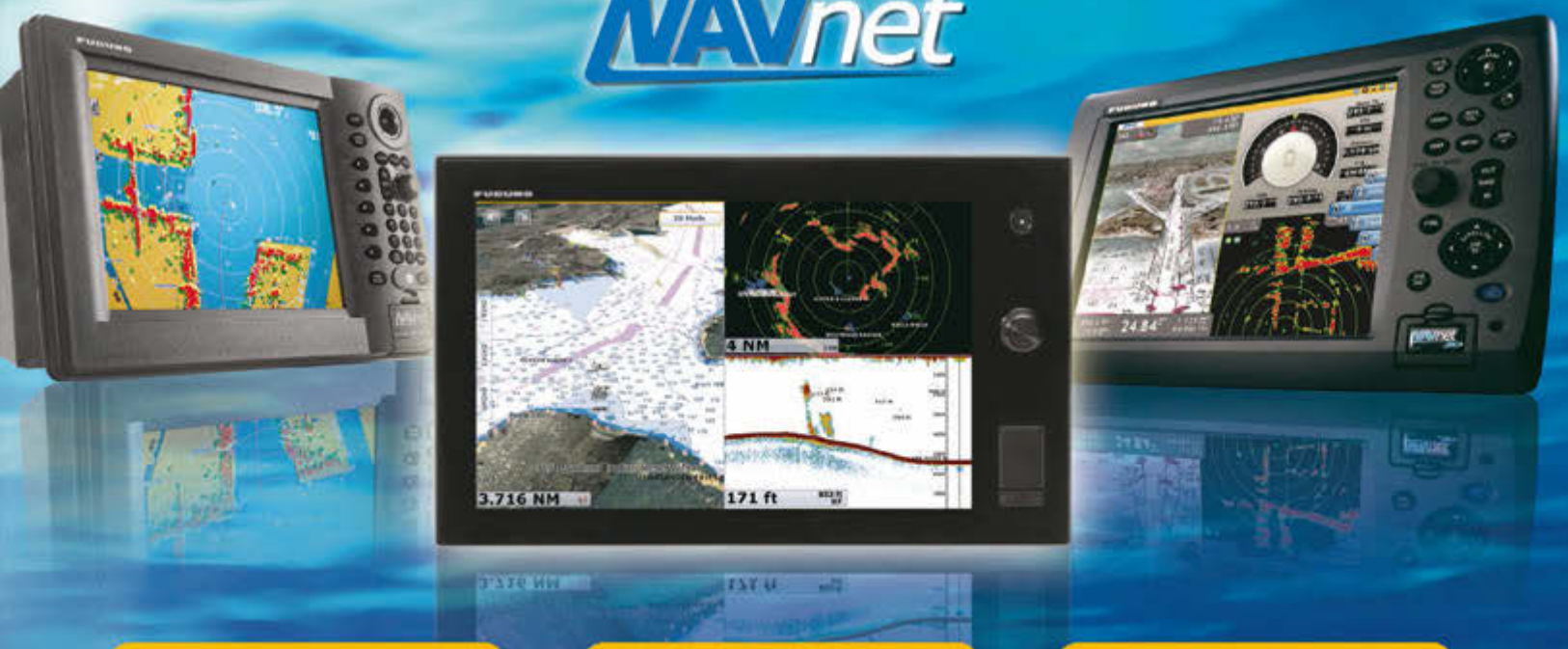
www.us.kohler.com

New emissions regulations are shaking up the marine-power industry, and the result is a wave of new propulsion and generator engines. Kohler has responded by adding two models that meet the new Tier 3 standards. Designed for both large-yacht and commercial applications, they range in output from 125- to 150-kW for 60 Hz and feature high-pressure, common-rail fuel systems, Kohler's newly designed Fast Response X alternators with superior permanent magnet excitation, standard isolated-ground DC electrical systems, and a smaller footprint compared to similarly rated older models. But perhaps the biggest news is the Kohler Decision-Maker 3500, which is also available on many other Kohler models. Its advanced paralleling software is designed to save much of the space and cost of conventional switchgear and includes a newly designed customer interface for easier data entry and retrieval. Features include bus sensing, first-on logic and synchronization, and a choice of three paralleling modes.

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- ✓ Network up to four displays
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- ✓ FREE SmartPhone & Tablet Apps
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NavNet 3D

New Lower Price!

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BY TIM BARTLETT

ELECTRONICS

Star Power

WORLD ECONOMIC POWERS HAVE JOINED A NEW KIND OF SPACE RACE. AND BOATERS MAY BE THE ULTIMATE WINNER.

The United States and Russia have already claimed first and second place in the race to build satellite-navigation systems, respectively, but the playoff for third place is still underway, with China leaping ahead of the European Union.

Galileo—the European system—was a late starter in the satnav game. Several initial proposals were whittled down to one in 1999, but it was 2003 before it got the official go-ahead—more than a quarter of a century behind GPS and the Russian Glonass. Even so, early predictions were that it would be operational by 2008.

Unfortunately, Galileo's advantage of being designed and built with 21st-century technology was offset by constant bickering between the various countries that make up the European Union, so 2008 came and went with only two test-bed satellites in orbit. Meanwhile, the Chinese managed to build a fully functioning satellite navigation system in just five years.



A rocket carries a Galileo satellite into orbit, while a Chinese system is already functioning in the eastern hemisphere.

So what does all this mean for your weekend plan to take the boat to Roche Harbor? Well even the rosy descriptons of GPS on the government's official Web site (*www.gps.gov*) don't mask the situation. It doesn't take a rocket scientist to figure out that all seven operational satellites in Block IIR(M), a modernization effort that took place from 2005 to 2009, are already headed out of date (the satellites have a 7½-year lifespan). And all GPS-related maintenance and upgrade efforts going forward are at the mercurial whim of stateside rocket programs and government funding. The bottom line: Why not use other global systems to help maintain accurate positioning? The data is there for the receiving, and the redundancy is built in (See "Failsafe?" on page 34).

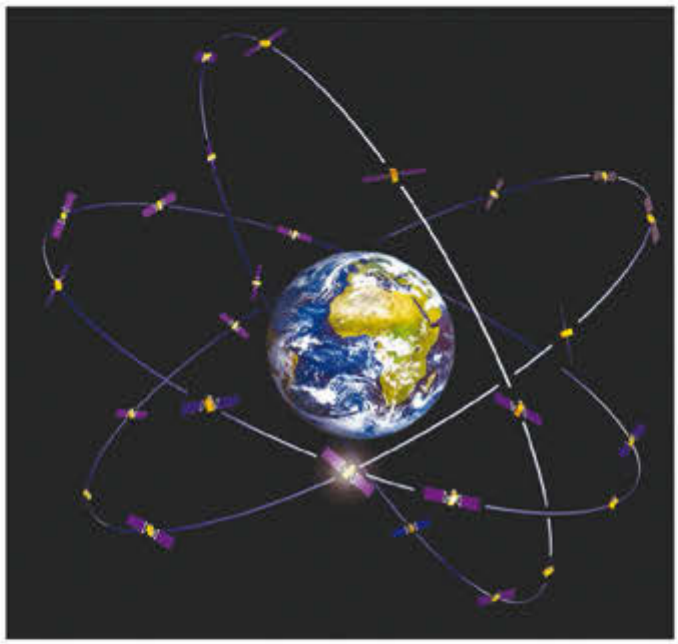
"Incorporating different GNSS access within products ensures connectivity throughout the world and helps safeguard against loss of signal when an individual system is not operating correctly such as the recent 48-hour GLONASS outage," says Louis Chemi, executive vice president and managing director of the recreational marine division for Navico, maker of Simrad, Lowrance, and B&G electronics brands. "Connectivity to more satellite systems increases position accuracy even in situations where weather or obscured line of sight is an issue. For the Simrad Yachting, Lowrance, and B&G brands, it is important to us that our customers can use their system anywhere on the globe and that they have the peace of mind that they know their position and have maximum position awareness regardless of what GNSS system is mandated and where they boat."

Galileo showed promise, only to falter. Four prototype In-Orbit Validation (IOV) satellites were launched in 2011 and 2012. One has since been taken out of service because of a faulty antenna, but not before they had demonstrated that the system really did work. With the financial and political wrangling apparently over, the European Space Agency was able to announce that, "This In-Orbit Validation phase is now being followed by additional satellite launches to reach Initial Operational Capability around mid-decade." The plan was that the four IOV satellites would be joined by 14 Full-Operational Capability (FOC) satellites by 2014, and that further satellites would be launched in groups of four to build up to a full constellation of 30 satellites by the end of the decade.

But Galileo is still bedeviled by technical issues. The first pair of FOC satellites were supposed to be launched in 2013, but weren't

EUROPEAN SPACE AGENCY


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Galileo's satellite constellation will encircle the globe—eventually.

Failsafe?

The idea that an entire satellite system might suddenly fail seems far-fetched.

But on April 1 last year, it happened.

At 5:15 pm eastern time, all but three of the 24 operational Glonass satellites began transmitting false data. Glonass receivers all over the world were affected: Some showed positions that were up to 108 nautical miles adrift.

Two satellites recovered within an hour, but by that time, the three that were initially unaffected had succumbed, and some of them did not recover until 2:30 am eastern time the following day—a system "outage" that lasted more than ten hours.

It turned out that the problem lay in computer software that wrongly predicted the positions of the satellites.

Contradictory explanations have emerged as to why it took so long for the problem to be rectified. Some sources say that it was because it took that long to find and fix the bug. Another, more plausible explanation is that corrected data had to be uploaded to each satellite individually, when it passed within range of a control center.

delivered to the launch site until May of last year. And when they finally made it into space, in August, it was found that a malfunction in the Russian-built rocket that launched them sent the satellites into the wrong orbits—elliptical instead of circular, and wandering between 5,130 nautical miles too low to 1,450 nautical miles too high.

One of the two has since been "nudged" into a usable orbit, and a similar procedure is underway to recover the other. But it's not a perfect solution: The salvage operation used up three quarters of the satellite's onboard fuel reserves—leaving barely enough to last it through the 12 years of its designed life expectancy—but still didn't get it back into its intended orbit. Experts are already warning that this may cause some receivers to have problems locking on to the errant satellites.

The official estimate—that Galileo will achieve Full Operational Capability by the end of this decade—seems optimistic. It's still achievable, but given its track record so far, it is looking increasingly unlikely.



The satellites of Europe's Galileo system, as shown in this rendering, have proven challenging to get into position.

EUROPEAN SPACE AGENCY (2)

The Chinese government got its system running much more quickly. It approved proposals for the Beidou 2—named after the Chinese name for the constellation that we know as the Big Dipper—in 2006, and by 2011 it was up and running, providing navigators in and around China with position fixes that the Chinese claim to be as good or better than those achieved by GPS both in position acquisition and accuracy.

Beidou 2 is almost unheard of in the western world, but its coverage now extends from Russia to New Zealand, and the International Maritime Organization has recognized it as an acceptable alternative to GPS or Glonass for use by commercial vessels.

What has enabled Beidou to progress so far and so fast from a standing start is its distinctive constellation design. GPS, Glonass, and Galileo are all designed to operate with constellations of 24 satellites each. All their satellites are in circular Medium Earth Orbits (MEOs), flying about 12,400 miles above the surface of the Earth, and taking about half a day to complete each orbit. And their orbits are all tilted, relative to the Equator, so as to form cage-like patterns.

Beidou uses a mixture of satellite types, in different kinds of orbit. Five of the Beidou satellites are geostationary earth orbits (GEOs), orbiting nearly 19,500 nautical miles above the Equator. That means they take 24 hours to complete each orbit. If you could see them from the Earth's surface, they would appear to be hovering over fixed points on the Equator, just like TV satellites do.

Another five are in Inclined Geosynchronous Orbits. They are at the same altitude as the GEO satellites, and also



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take 24 hours to complete each orbit, but their orbits are tilted. Instead of "hovering," they drift north and south of the Equator, tracing out a figure-eight, returning to the same point at the same time every day.

And then there's an inner constellation of MEOs similar to those used by GPS, Glonass, and Galileo. There are only four of them at the moment, but China has announced plans to add more, to build up to a GPS-like constellation of about 25 MEOs by 2017.

The advantage of this configuration is that it enables the Chinese to provide a high-accuracy, 24/7 positioning service with fewer satellites. It isn't yet a worldwide service, but to a Beijing taxi driver or a Thai fisherman, the lack of Beidou coverage over the Atlantic is irrelevant. Millions of Beidou receivers have been built and sold so far, and are providing their users with 33-foot accuracy.

The signals transmitted by Beidou satellites are very similar to those of GPS and Glonass, so the international companies who make the chips that are at the heart of our chartplotters, car-satnav systems, and cell phones are already building Beidou capability into their products.

Whether the addition of Beidou will make a practical difference to U.S. boaters remains to be seen. In theory, it should help navigation systems lock on a bit more quickly, and that positions might be a bit more accurate, but it's unlikely that either of these will be noticeable. Having more satellite systems available will make receivers a little less vulnerable to some types of jamming, and help to complicate spoofing. Most importantly, gathering data from multiple systems will keep our navigation systems running in the event of some sudden catastrophic failure of one entire system. ❐

Are You Using Russian SatNav?

If you are using a GPS, MFD, or cell phone that is less than a year or two old, there is a pretty good chance that you may be using Glonass as well as GPS without realizing it. Cell-phone manufacturers including Apple, Sony, and Samsung are incorporating multi-system GPS/Glonass receivers into their current products, and these marine-electronics manufacturers are plotting a similar course:



THE GARMIN GPS 19X NMEA 2000 receiver antenna ($249.99; *www.garmin.com*) provides 10 Hz update rates to Garmin chartplotters using data from GPS with WAAS, Glonass, Galileo, and Japan's Quasi-Zenith Satellite System (QZSS) augmentation system (the latter two systems may require a software update).



THE RAYMARINE A12 MFD (starting at $2,799.99; *www.raymarine.com*) and a9, the 9-inch version, feature an advanced chipset and a 50-channel satellite receiver that supports multiple satellite networks (GPS and Glonass at present) at a 10 Hz update rate (that's ten times per second) and receive differential corrections from WAAS and the European Geostationary Navigation Overlay Service (EGNOS) for improved accuracy. Raymarine is planning future products to have three-system capability, adding Beidou when it is fully operational.



THE SIMRAD NSS EVO2 (starting at $1,199; *www.simrad-yachting.com*) has a built-in receiver for GPS, Glonass, and Galileo signals, and also uses WAAS, EGNOS, and Multifuntional Satellite Augmentation System differential GPS system. (The Lowrance HDS Gen 3 has the same capability. See New Electronics on page 38.)



DIGITAL YACHT GPS150 DUALNAV ($189.95; *www.digitalyachtamerica.com*) Digital Yacht's GPS150 DualNav is a self-contained add-on that updates the satellite-navigation capabilities of older units. The GPS150 collects data from both GPS and Glonass systems, and will be ready when Galileo comes online, using a 50-channel receiver, a 10-Hz update rate, and both automatic and manual switching between satellite systems.

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BY BEN ELLISON (@PANBO_BE)

Join Senior Electronics Editor Ben Ellison on his adventures and see updates on his marine electronics hub, Panbo.com. *Scan the QR code to see Ben's full take on each product.*

NEW ELECTRONICS

New

Lowrance HDS Gen 3

$3,149; www.lowrance.com



Lowrance put a lot of cards on the table recently, announcing multiple new products. Foremost is a new HDS Gen3 series which combines the touch interface of the Gen2 Touch with a keypad similar to regular Gen2 models. Added are multitouch gestures, built-in Wi-Fi and Bluetooth, dual SD card slots (though micro size), and a CHIRP option in addition to Broadband sonar. And it all fits into about the same dimensions as the original Gen2 Touch 7-, 9- and 12-models with about the same original retail prices. I don't yet buy the press release, "next revolutionary step forward," but "state of the art" sure seems appropriate. I got a peek at a prototype HDS12 Gen3 alongside the Gen2 Touch during the Ft. Lauderdale show and saw how **they shrunk the left side of the the bezel to fit in two narrow columns of control buttons.** Running what seems like a very similar Simrad NSS evo2 interface with a simpler keypad (and knob!) works well for me, but then again, there are commands I can't get to as quickly. Some Internet commenters think that the Gen3 is simply an NSS evo2 in different clothes, but the backside of this HDS12 Gen3 says different. The HDS Gen3 will support one analog video input, but it requires an optional cable that works with the combined power and 0183 port. But both MFDs do have standard NMEA 2000 ports, dual Navico-style Ethernet ports, a CHIRP/Broadband sonar port, and a StructureScan HD (or SpotlightScan) port. A new function icon you can see on the Gen3 Home Screen at the top of this entry is titled "Steer" and that's because **Lowrance's interesting Auto Steering technology is getting real.** At the International Boatbuilders Exhibition & Conference (IBEX) a Gen2 Touch was using the new Outboard Pilot to turn a real outboard.

New

Fusion MS-BB300 Black-Box Marine Stereo

$479; www.fusionelectronics.com

The MS-BB300 black-box marine stereo was introduced in November and is shipping now. In a way it is Fusion's first black-box unit, but then again they built the trailblazing Simrad SonicHub in 2010 and then the Garmin Meteor 300 last year. In fact, the BB300 is very similar to the Meteor 300 and whereas Garmin acquired Fusion in May, the BB300 can be viewed as a statement about Fusion's continuing independence. Maybe the Meteor will integrate with non-Garmin displays over NMEA 2000, but the BB300 promises N2K Fusion-Link integration with many current MFDs from Humminbird, Murphy, B&G, Lowrance, Simrad, and Garmin. **A further indication that Fusion is going to keep on innovating in concert with multiple partners** was a preview look at four new marine stereo heads that will be formally introduced this year. If you haven't seen it, the Fusion-Link audio control can be very good on a color touchscreen display, which is very good. I've written about the excellent Garmin and Raymarine implementations and will have high expectations when I try the Simrad version next spring. This is what makes black-box stereo possible and even attractive, though many boaters will also want the included remote control for those times when they don't want to run their MFD system and/or because no MFD or wireless interface can beat a good old dedicated volume knob.



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(with apologies to Mark Twain)







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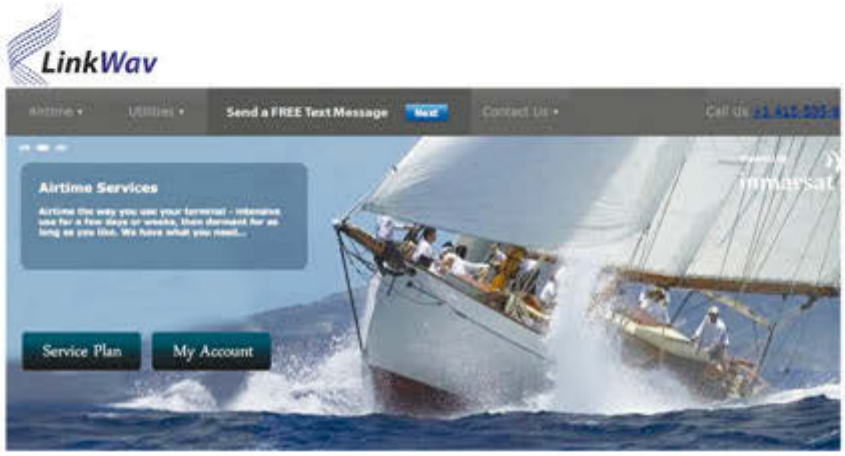
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NEW ELECTRONICS

New

LinkWav Satellite Communications Service

$50 activation fee, $200 initial account balance; www.linkwav.com



Ho hum, just another sat-com service provider? No way! I think that **LinkWav has pulled off something quite special** in the daunting world of expensive marine satellite voice minutes and data megabytes. The company figured out how to offer a simple Inmarsat FleetBroadband service plan with decent rates and nearly real-time cost/budget monitoring, but without an oppressive contract. In fact, LinkWav is especially designed for the ocean racers, cruisers, and small commercial operators who only need satellite communications now and then, sometimes with many months in between. LinkWav has already been tested on about a dozen boats for over a year. I think that the single pay-as-you-go service plan is easy to understand, even though there's nothing else like it. The magic seems to be behind the scenes in how LinkWav interfaces with Inmarsat's prepaid SIM card billing system (and Inmarsat is purportedly fine with it). The sign-up system looks very straightforward and requires no financial commitment and a customer's Air Management controls also seem easy, though powerful. **The concept here is that you can buy all the airtime you want easily, but also stop whenever you want,** and if you use the management tools carefully, you can spend close to zero for up to 8 months of no use. Linkwav founder Eric Steinberg, an electronics expert long respected in the high-end racing world, doesn't think that any other service provider offers this amount of monitoring detail, and he's hoping similar database programming can offer special help to users of the harshly regionalized Fleet One service when LinkWav adds support for it. Incidentally, some FB150 hardware systems are now under $5,000, and I must say that sometimes even a cheap coastal cruiser like me wonders if all the time I spend messing with cell and Wi-Fi connections is worth it. If I ever did want solid satellite communications, what could beat having LinkWav and the guys who run it between Inmarsat and my wallet?





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BY GEORGE SASS JR.

TACTICS

Know Before You Go

SOUND SEAMANSHIP PRACTICES START AT THE DOCK BEFORE THINGS GET TOO EXCITING.

It often seems that when ardent boaters sit around the cockpit talking about seamanship, the conversation inevitably transitions to the topic of harrowing feats. These may include a deep-dive into the finite set of skills required to run an inlet while on fire, with only one engine. Or perhaps there's discussion of how to survive being hit by falling orbital debris while cruising distant Pacific atolls. Stories like these certainly make for memorable evenings 'round a bottle of rum—and for captivating reads in magazines like this one. However, I maintain there are steps that we can take before we even leave the dock that reflect sound seamanship practices and which may help us avoid calling on our survival skills. Here are a few tactics that I put into practice this winter while cruising around South Florida, and some further tips from our panel of experts.



✔Crawl into the Bilge

My wife still has not joined me for an excursion into our old dusty basement, which resembles an abandoned archeological dig. Yet she's my partner in crime when it comes to bilge exploration. This is almost a monthly project. Keeping a clean bilge obviously helps to eliminate odors, and also reduces bacteria growth. It also helps to reduce corrosion. I clean it, wipe down components, tighten fasteners, and hand pump those areas that the bilge pump just doesn't reach. All this, of course, allows me to see any potential issues such as leaking pumps. For instance, I recently discovered an issue with a leaking holding-tank hose at the Y-valve. It was seeping just enough to cause some unpleasant odors.

Plus, as Capt. Richard Thiel mentions on page 28, this exercise allows me to work the through-hull fittings (below). I keep a spanner wrench tethered close to the raw-water strainers. Remember, there is a gasket at the top of these, so you only need to tighten by hand. I also suggest keeping Starbrite PTEF Trailer Hitch Lubricant onboard and giveing a finger swipe around the threads and gasket to keep the top working free and easy.



Speaking of bilges, I'm a fan of a practice I learned while on large yachts. I laminate and mount two drawings of the boat showing where all through-hull fittings are located. One is below in a common area and the other is at the helm(s). Sure, chances are I know where everything is, but what if you're cruising with someone who doesn't know your boat as well? If you have a leak, you can divide and conquer by going to the right compartment. It's also handy to have if you occasionally have a paid captain move your boat, and it's helpful for your service yard.

✔Take Your Time to Navigate

Friends and family who know me well will likely snicker when reading this next suggestion. I live my life at a fairly frantic pace. Yet, when it comes to boating, I've embraced real-

What's In My Seabag?

I never go anywhere without my 13-year-old Garmin GPSmap 76 handheld. I take the time and input the same waypoints that are in the large plotter at the helm. On a recent trip when our plotter overheated and actually locked up (it's since been properly vented) I simply picked up the Garmin and we kept on cruising. While on a transatlantic on, *ahem*, a sailboat, we lost all the electronics due to battery and wiring issues. That Garmin and a pilot chart got me from Gibraltar to Antigua with no issues. I keep a stack of AAs in my bag and I'm good to go. After 13 years, it's worked without a hitch.



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ity, and recognized that Murphy's Law, given the chance, will seize ahold of my coattails. No more untying the lines and heading out an inlet before reviewing the charts. This practice has resulted with me holding station in the fog while nervously plugging in waypoints. It's not smart and ends up being kind of stressful.

If I'm creating a new route to input into the plotter, I write the names of the waypoints, along with the lat and long of each on a legal pad. (And yes, I'm grabbing all this off a paper chart.) I gain more situational awareness of a new cruising area by laying out paper charts on the saloon table to really see where I'm going. It's much easier than trying to plan from a 12- to 15-inch screen. Plus you can brief your crew while standing over the chart versus huddling around the plotter at the helm. Even after I input the route, I keep that legal pad tucked beside the helm as another check and balance. It also makes it easier to follow along if I have chart books close by.

If I'm on a long cruise, I ensure I have a plan B destination in mind in case I don't make my intended port due to weather or other unforeseen circumstances. Actually, I've discovered a few wonderful new anchorages and marinas when I have had to implement my plan B. On that same legal pad I write down the numbers of any marinas I may need to call, even though the information is on the nav software.

✔Keep Out the Clutter

Many years ago I lived on a wooden Pacemaker 32. I loaded up that darling of a boat with more junk than my grandmother's garage contained. I think the exercise made me feel like I was self-sufficient for whatever scenario I encountered. Sure, I lived in one of the most densely populated regions of North America, but my arc welder stood ready to construct new struts just in case I had to install a pair overnight on a holiday weekend while still at the dock.

I'm also kind of a neat freak, so this overabundance of gear was stashed behind locker doors, but that made matters worse. Trying to find an item as simple as a locking nut was completely exhausting.

Today, that boat is a distant memory, but my time aboard her helped me develop a few rules about gear. First of all, I never bring

Ask An Expert



PETER FREDERIKSEN
Director of Communications, Viking Yachts, lifelong boater and angler, marine journalist, and editor.

Before you leave the dock, what steps do you take to ensure a safe and hassle-free outing? I always make one final 360-degree scan around the boat to be sure another boat or kayak operator hasn't entered the boat's periphery. And I take a visual of where all the crew is. Before I cast off the lines, I ensure all the electronics are warmed and functioning. Also, before those lines are tossed on the dock, I operate the steering system and clutches while in the slip (or at the mooring). No need to get away from the dock and find out something that has always worked before decided to take the day off!

Ask An Expert



CAPT. STEVE CREEL
Professional captain, former service manager of Marlow Marine, broker, skilled grill master.

What is one part of your operational routine that you always execute when running a boat? Engine-room checks are vital. I start the engines, let things warm up. As fluids begin to work through the system, the viscosity thins out and that's when leaks may happen. So before I leave, I go back down into the engine room for a visual inspection. I could not imagine leaving the dock without doing this. Better to see something at the dock than hear an alarm while heading out through an inlet.

Once you're underway, how often do you inspect your engine room? I'm amazed at observing some of my customers who never check under their hood so to speak. Okay, if I'm doing what I should be doing and maintaining a boat properly, it's not necessary for me to check while underway for a short day cruise. But if we stop for a swim or lunch, I do exactly the same thing (as above) and do my visual inspection after I start up and before we leave. If I'm on an extended bluewater delivery, inspections while underway are part of my routine and part of the watch schedule. Even a good camera in the engine room is not going to reveal the level of detail you want. I put on my ear protection, a good set of mechanic's gloves, and grab my $75 infrared digital thermometer and check all the vital signs. And again I look for things like fluid leaks or excessive belt dust. It's all about peace of mind. After I know everything is tip-top down below, I can return to the helm, look at the open ocean, gaze at the stars, and remember why I love being on the water in the first place.

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anything onboard for a "future project." Storing a piece of equipment in a box that attracts dust and moisture is going to accelerate corrosion around this equipment, create another conduit for dampness onboard, and is one more piece of clutter that will prohibit easy access.

I'm also adamant that everything that comes onboard has a distinct purpose. This is especially true with tools. Do I need an alligator wrench *and* a spud wrench? I sure as hell hope not. I suggest having only the tools onboard necessary to service your hardware and components. Unless you're headed over the horizon, ignore the urge to transplant your home workshop into your engine room. Also, for coastal cruises I've gotten away from carrying duplicate tools. One socket set is fine.

By reducing clutter, you reduce weight and improve efficiency—and it's so much more enjoyable to service your boat when you're not tripping over a cardboard box holding a brand-new hatch that's been tucked in the lazarette for three years.

✔The Heart of the Matter

I'm amazed at how much money we lavish on items such as entertainment systems, yet a potentially life-saving first-aid kit is often an afterthought. Buy the best kit you can afford, then ensure you and your mate take a first-aid course. Even if you're within sight of land, knowing how to dress a wound to stop bleeding, or brace somebody until help arrives, will make a difference.

Also, you should consider buying an AED and learning how to use it to address cardiac arrest—for about $1,500, you can equip your boat with a device that may save somebody's life. Also, make sure you sign up for a CPR course.

It's true these few points may not be as sexy as a *Victory at Sea* reenactment. However, if you build them into your onboard routine and prepare ahead of time, I assure you, you'll be glad you did. And nothing is better than a little peace of mind gained from being prepared. After all, remember? The whole point is to have fun out there. ❐



Ask An Expert



CAPT. BILL PIKE
Executive Editor, *Power & Motoryacht*, avid boater, former merchant marine officer, unabashed raconteur.

What's the best gear investment you've made?

I own a pair of Fujinon 7 X 50 binoculars with a 7 degree, 30-minute field of view. These babies cost me a small fortune when I bought them years ago. Before I take any sort of departure in a boat (whether for a daytrip or a long trip makes no difference), I just about always add my Fujinons to the assortment of navigational tools (like a chartbook, parallel rules, dividers, etc.) I carry with me as a sort of kit. I've got pretty good vision, but I've found that my Fujinons boost my ability to see and understand traffic situations on the water by roughly 1,000 percent. And by the way, to get the best, most stable imagery out of your own binoculars, I've found that sitting in your helmseat, with your feet on the steering console and your knees up and acting as a support for your elbows, works better than most everything else.

Ask An Expert



DANIEL HARDING JR.
Senior Managing Editor, addicted explorer of boatyards and purchaser of seasoned craft.

What is one piece of safety equipment you won't leave the dock without?

I've learned that a sharp, serrated knife is worth its weight in gold aboard a boat. Go cruising long enough and your props are bound to hook up with a lobster pot, piece of semi-submerged shrink-wrap, or other types of debris. And you don't want to be in the water hacking away at a tangled line with a dull steak knife while drifting towards a rocky shore (please don't ask how I know). Keep the right blade aboard and keep on cruising.

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Like many great inventions, Torqeedo was born in a shed, this particular one located in the shade of the Alps on Lake Starnberg, Germany. With just a small wooden boat, and a single electric motor, company founder Christoph Ballin began experimenting with advanced electric motors, and batteries.

Today the marine-motor manufacturer sells seven different models ranging from its 15-pound Ultralight 403 kayak motor to its award-winning Deep Blue outboards. And now, the company that started in a shed is entering the (relatively) large-boat market with an electric-powered, 40-horsepower Deep Blue inboard.

Power for this inboard (and the outboards as well) comes from fully-encased lithium-ion batteries. The heart of the Torqeedo propulsion system, they are waterproof, vented, and rest atop shock absorbers. This type of care is why Torqeedo says its batteries will retain at least 80 percent of their rated capacity for at least 9 years and backs up the claim with a 9-year warranty.

This inboard is being incorporated aboard a 17-foot Kona RIB, and can be retrofitted to an array of vessels. Electric propulsion systems are becoming an increasingly popular choice for tenders since they eliminate the need for owners to store gasoline aboard their primary vessel to faciliatate fuel-ups.

Also new for Torqeedo is its Torq Trac app (shown above). The app is compatible with all its motors and allows you to see where your boat is on a chart and, shows you your remaining range. An eco-logging function shows you how much gasoline and greenhouse gas you're saving, a feature that will help you brag to your friends at the fuel dock.

With this focus on building a user-friendly interface, backed by German engineering, the future of small-craft propulsion is looking a little bit greener. ❐

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BY PETER FREDERIKSEN

The 2015 Masters returns to Isla Mujeres, Mexico, beginning on April 28 with the fishing days April 29 to May 2. Interested in fishing this tournament? Please e-mail mastfish@aol.com *and enter "interested in Masters" in the subject line.*

SPORTFISHING

Tournament of Tournaments

JOHN RYBOVICH'S TOURNAMENT CONTINUES TO TEST ANGLERS' METTLE WHILE REMEMBERING THE REAL JOY OF FISHING.

Like the fish that swim in the ocean, fishing competitions come in all shapes and sizes. Back in 1963 John Rybovich devised an event that evolved into what would officially be called the International Masters Angling Tournament, but would be known simply as The Masters. As a renowned Palm Beach boatbuilder and sportfishing expert, Rybovich was no stranger to the ways anglers benefit from having captains perched high above in the tuna tower, advising which rod to pick up and when to set the hook as they back down to retrieve line and score a release.



The prize for winning The Masters is glory and a trophy depicting Hemingway's Old Man and the Sea.

For years before the inaugural event—and often at the prestigious Sailfish Club of Palm Beach—Rybovich discussed his thoughts with fellow anglers about what traits in a fishing competition would truly test ability. He believed new rules would define the angler's mettle without coaching from the skipper and mate. If experienced fishermen would agree to the rules and be willing to compete, it would be accurate to call the winner of the competition "The Master." The camaraderie alone might seem sufficient, but Rybovich was a thinker and reached out to his friend Ernest Hemingway on a trip to Cuba. He approached the novelist, a big-game angler in his own right, with the idea of the tournament, and explained how a "Master" trophy featuring Santiago, the protagonist from Hemingway's novella *The Old Man and the Sea*, in his small boat with a leaping marlin, would be a fitting honor. Hemingway agreed and also provided Rybovich with a signed copy of the book.

Today the rules are essentially the same as they were more than 50 years ago; all four pages of 'em. A tournament committee was formed and anglers wishing to participate had to be sponsored by a current or past participant, and seconded by two additional participants. To attract new blood, the committee readily discussed a list of possible "freshmen" anglers and voted to extend an invitation to participate.

A limited number of boats necessitate restricting the total entries, although each boat will carry two anglers during four days of fishing. A random drawing determines boat and angler assignments. Owners do not get to fish on their own boats and anglers change boats and partners daily. This constant mix levels the field. Anglers may supply their own IGFA 20-pound-class tackle, but the hooks and line are supplied by the tournament committee. Comparable Dacron line is permitted with prior committee approval.

Each angler fishes a flat line and an outrigger and they switch sides every hour. Eligible fish are sails and white marlin only. A fish is considered officially caught when the angler reels the wind-on leader through the first rod guide, or when the swivel reaches the rod tip, if a wind-on leader is not used.

This is a dead-boat, dead-bait tournament with a strict time limit. Once a hook-up occurs the captain must stop the boat's forward motion with a quick engine shift to reverse. From that point on, he can only use the engines to keep the transom facing the fish. No other backing motion is allowed. Timing commences when the fish is hooked and line peels from the reel with the drag engaged, or the angler can reel. Each fish is worth 100 points for the first 30 seconds timed by the skipper. Five points drop with each ensuing 30-second period. At the end of 10 minutes the fish is considered "overtime" and is worth five points. Broken lines and bad knots are subject to penalties and fish may be disqualified on other technicalities. Double hook-ups or both anglers tied into fish simultaneously add another level of complexity. Surely a lot can happen in the 6½ hours of fishing time each day. But that's what Rybovich had in mind. The tournament winner is clearly a master angler because he has done it all by himself.

With its strict rules and competitive anglers, The Masters presents a unique challenge. It offers no money to be won. Alas, the winner gets the privilege of picking up the bar tab after the awards ceremony. But it also offers a main-line connection to sportfishing history and the chance to appreciate what Hemingway's Santiago might have felt and thought alone in that small boat bobbing in the ocean, one-on-one with a special fish. As two-time Master Angler Wayne Whippen remarked, "It isn't about drag and snag and the boat catching the fish. It is all about an angler and a fish. To me, it is the perfect combination." ❐



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BY MICHAEL PETERS

ENGINE SERVICE BONUS:
▶If you want your outboard to last, there is one thing you have to do, every time you come back to the dock. Hook up a freshwater hose to the screw-on port at the back of the control head, turn the valve, wait until you see fresh water splashing out around the foot, and then crank 'er up. Do it, do it, do it, even if you're too tired to rinse the boat down.

SIGHTLINES

Out-and-Out Outlandish

IN WITH THE OUTBOARD AND OUT WITH THE INBOARD?

Centered on my list of design projects for 2015 is a boat I thought I would never see. I doubt anyone would have imagined it, least of all Ole Evinrude, inventor of the outboard engine back in 1907. Evinrude's first outboard produced a robust 1½ horsepower and sported thumbscrews to tighten it to the transom of a rowboat. The original concept was for small, light, and portable power and was never intended as primary power for anything more than a skiff. But that was more than a hundred years ago.

From the outboard's inception, demand forced them to increase in size and power and by 1959 Mercury introduced its mighty inline-6, 70-horsepower outboard. That same year Volvo Penta surprised Mercury when it introduced the first Aquamatic 80-horsepower stern drive, which mated an automotive inboard engine to an outboard steering leg. Not to be outdone, Mercury joined the outdrive game a couple of years later, and it didn't take long before units were developed that could deliver more horsepower than the largest outboards. Outboards couldn't compete with the cheap and easy horsepower available with marinized automotive engines and stern drives went on to dominate the market. For the last 50 years stern drives have been the staple of the pleasure boat industry, powering everything from 16-foot ski boats up through 40-foot express cruisers. Outboards were for small trailerable boats.

So you can imagine my reaction ten years ago when John Michel, founder of Intrepid Powerboats, promoted the idea of a really large outboard-powered boat to me. I had helped Intrepid introduce the first stepped deep-Vs to the pleasure-boat market in the early 1990s, so I had always recognized John as an industry visionary, but I thought he was nuts about this one. His largest boats at the time had grown to 37 feet and were already stacked with triple Mercury outboards on the transom, so where would we ever get enough power for a 42- to 45-foot outboard boat? Sure that he had played the outboard concept to its limit and it was time to look at stern drives or inboards, I told him he was crazy to go bigger and that no one is going to want a 45-foot boat with outboards. He said, "Start drawing."



Gas and go go go! What do you think about larger and larger boats sporting outboard power? Let Michael know at *inbox@pmymag.com*.

In 2007 Yamaha came out with its 350-horsepower V-8 outboard and suddenly John didn't seem so wacky anymore. Had he known about this all along? Mercury then followed with the supercharged 350-horsepower Verado and with three or four of these engines bolted to a 45-footer there was plenty of power available. Then in 2011 Seven Marine appeared on the scene with a monstrous 557-horsepower outboard utilizing an inverted Cadillac V-8 engine. Was this thing for real? The Seven outboard put out more power than any fully warranted inboard/outboard package you could buy. After 50 years, the outboard had finally gained the horsepower advantage over the stern drive and it was about to force them aside. The outboard was ready for big boats.

For several years now, big offshore fishing boats have been running triple- or quad-outboard setups and have been capable of 60-plus-mile-per-hour speeds. Companies like Yellowfin, SeaVee, Invincible, and Intrepid build 40-something-foot boats exclusively with outboard power. Pursuit, Sea Ray, and Boston Whaler now offer 42s designed for only outboards, because of their superior performance. It turns out that people do want these big outboard boats. John Michel was right.

So I really shouldn't have been surprised when we were recently asked to design a 50-foot outboard-powered boat. I should have seen it coming. I should have seen the appeal of a 50-foot open sport boat with four 557-horsepower Seven Marine outboards, capable of 65-plus knots. I should have understood the bragging rights that go along with having four $90,000 outboard engines bolted to the transom with their horsepower emnblazoned on their shiny helmets. I should have realized that these huge outboard boats have relegated the Cigarettes and Fountains to extinction. It was just a matter of time until they reached 50 feet.

As absurd as it sounds, I now know that someday there will be a 60-foot and probably even a 70-foot outboard boat. I have learned to believe in our little clamp-on engine and not underestimate its potential. Who would have thought it? Certainly not Ole Evinrude. You have to wonder if he would even believe what came of his invention. ❐

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EXPOSURE

PHOTO BY KRISTINA STROBEL

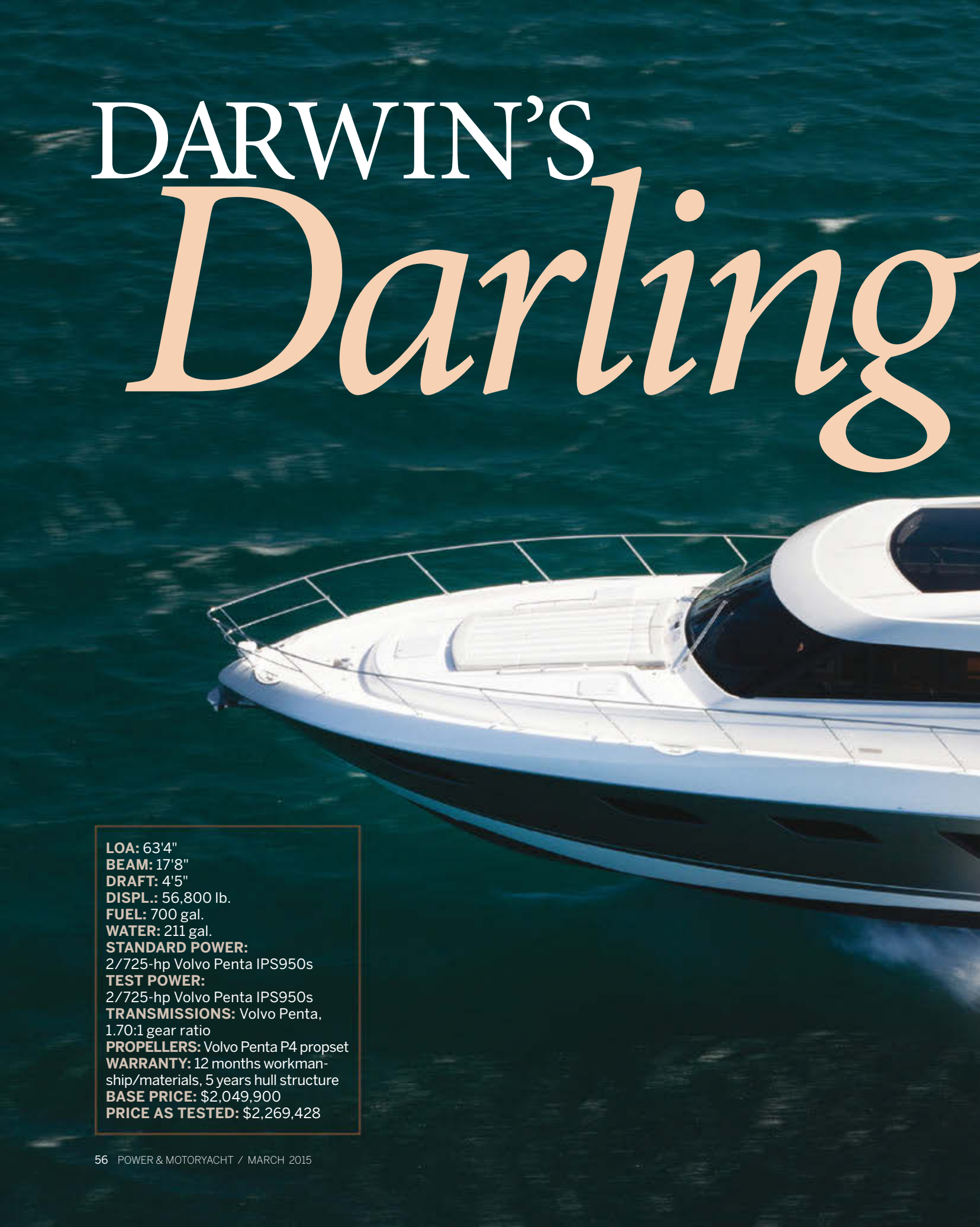


■ I took this shot aboard Stew Leonard's 70-foot custom boat ... yes the owner of the supermarket chain. Stew drove us over to Anguilla from St. Maarten where we had a fabulous beachside lunch with his lovely wife and daughter. I remember Stew insisted I try the key lime pie as I mentioned I had never tried it. Mind you, I was hired to shoot interiors/exteriors, but luckily the sun stays out forever in the islands so I figured a couple of hours indulging wouldn't hurt. It turns out that our timing was perfect. The light was gorgeous as we cruised back to St. Maarten where I snapped this image. It was a great day.
—Kristina Strobel

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DARWIN'S *Darling*



LOA: 63'4"
BEAM: 17'8"
DRAFT: 4'5"
DISPL.: 56,800 lb.
FUEL: 700 gal.
WATER: 211 gal.
STANDARD POWER:
2/725-hp Volvo Penta IPS950s
TEST POWER:
2/725-hp Volvo Penta IPS950s
TRANSMISSIONS: Volvo Penta, 1.70:1 gear ratio
PROPELLERS: Volvo Penta P4 propset
WARRANTY: 12 months workmanship/materials, 5 years hull structure
BASE PRICE: $2,049,900
PRICE AS TESTED: $2,269,428



RIVIERA'S 6000 SPORT YACHT *IS A CASE STUDY IN HOW A GOOD BOAT CAN EVOLVE INTO AN EVEN BETTER ONE.*

BY CAPT. RICHARD THIEL

A famous naval architect once told me that the secret to his success was his ability to nail the design of the hull and the deck, because once he had them right, it was relatively easy to update things later on, like the layout and interior features. He explained, "People's tastes in things like interior proportions, fabrics, and the number and size of the staterooms change almost by the day, but a boat that runs well and has the right proportions can be updated to suit those tastes. As a designer, you feel incredibly liberated when you don't have to sweat the big stuff."

Over the years I've been aboard any number of boats that proved that dictum, most recently the Riviera 6000 Sport Yacht. It has essentially the same hull and deck as the 5800 Sport Yacht, which was introduced five years ago and of which 35 have been sold. Designed to be powered by triple Volvo Penta IPS drives, the 58 had the sexy look of an express cruiser, complete with tender garage. She ran well and had pleasing proportions, and thanks to the aft-mounted pods, lots of interior space. But five years is an eon in the world of boat design, and tastes had changed. So pretty much everything but the 58's hull and deck had to change too.

Two phenomena guided the redesign. One, the people who buy big express cruisers have begun demanding much brighter, airier interiors, so a modern express must have lots of glass and an interior that doesn't always require artificial lighting. Two, they want to be able to spend as much time outside as they do inside, even in intense sunlight or inclement weather.

To make the cockpit more livable Riviera designers started by reconfiguring the seating, replacing the old mezzanine-style layout with two lounges, an L-shaped settee and table to port facing a two-person settee. This not only made the space more amenable to dining and lounging but also added about 9 inches of floor-space length. The island barbecue/wetbar, which used to be forward, has migrated to the aft end of the cockpit. Because the hardtop has been extended 18 inches and an optional awning can add to that figure, both the seating area and the guy doing the grilling are sheltered, while any smoke from the grill can drift freely away. Clear plastic panels to either side replace what used to be solid FRP, offering further protection from wind and spray while enhancing the views to either side. But the icing on the cake is the electric moonroof in that hardtop, so you don't have to have the overhead shelter if you'd rather get a tan or look at the stars.



The aft galley puts it at the center of the action on the boat, between the welcoming saloon and the ready-for-anything cockpit. (Bottom right) Seating at the helm doesn't skimp on companion comfort—knowledgeable skippers understand the wisdom here.

To really brighten the main-deck area Riviera had to make some bold moves. The galley is still fully aft, separated from the cockpit by the trademark Riviera flip-up glass, but it is now to port, where there used to be stowage. (Riviera tells us that galley stowage has, if anything, been expanded.) With the galley now directly in front of the cockpit dinette, outside dining is much easier. Should you prefer to dine inside, the 58's large portside interior dinette remains.

One other change came in response to the request of many 58

▶ *See more images of the versatile Riviera 6000 @ www.pmymag.com*



owners: a saloon couch. Riviera has given them a standard one directly across from the dinette, but if you order the optional version the center section pulls out to create an ottoman, and when you remove the aft seat cushion, you can flip a table up into the space between the two remaining sections. Just like that. instead of dining for six, there's room for eight. The flat-screen TV is aft, on the same side as the couch, but a remote control allows you to swing it out electrically for optimal viewing.

The 6000's saloon is a lot brighter. The windows to either side are larger, but the big difference comes from the four fixed-glass panels over the galley, which can be covered by a shade. And if that's not enough light for you, there's another moonroof that occupies basically the entire forward half of the main deck overhead, including the helm. And the helm itself has been reconfigured to handle two 17-inch MFDs as part of the elegant Volvo Penta Glass Cockpit developed in conjunction with Garmin, and which graced our test boat.

I'd estimate that 85 percent of the side and overhead surfaces on the 6000's main deck are glass, and you can imagine what that does for the ambience of this space. Along with a new light-wood sole and off-white upholstery, it creates a space that's unusually bright and open in the daytime and doesn't require a lot of lighting to be that way at night. It also shows off the walnut trim—a first for Riviera—to fine effect.

Down below the layout is basically the same as the 58 but different where it counts. The forward VIP, starboard guest cabin with

A twin barbecue takes center stage in the spacious cockpit with seating for six guests. A strategically placed refrigerator and storage drawer are stationed handily below the grill.



Engine Special: Five Times the Fun

Volvo Penta certainly knows how to maximize the return on its engineering investments. The IPS950s in our test boat utilize the same 10.8-liter (661-cubic-inch) in-line six-cylinder engine block as the IPS800s. In fact, the engines are identical, with the variation in horsepower output being derived from modifications to the fully electronic fuel-delivery system. This same block is also put to work powering no fewer than three D11 straight-inboard models: the 607-horsepower D11-625, 650-horsepower D11-670, and the 703-horsepower D11-725. That's five models out of one basic engine!

In its IPS900 configuration this engine features a combination supercharger/turbocharger air-induction system similar to the one found on the Caterpillar C8.7 that was announced last year. The mechanically driven supercharger is engaged at startup and so provides immediate boost to assist in planing. It automatically disengages when the exhaust-powered turbocharger is spinning fast enough to generate positive boost. *www.volvopenta.com*

twins, and two heads each with stall showers are unchanged except for larger ports. But the aft master has been smartly tweaked. Gone is the 58's starboard walk-in closet; it's now fully aft and leads to the small crew's quarters/stowage room, which has direct access to the cockpit via a hatch and to the engine room via a watertight door. (Another cockpit hatch farther aft provides a second access to the ER.) The starboard vacancy is filled with a larger settee and vanity, and the head, still along the port side, is now 20 percent longer, which means an even bigger walk-in shower. A clear glass partition that can become opaque electrically provides privacy from the stateroom.

Our test boat's configuration—forward VIP, starboard guest stateroom, port seating area, and aft master stateroom—is one of three available. In one of the other two the seating area becomes a bunkroom (shown at right), while the third, the "Presidential Option," eliminates the port settee/stateroom altogether to give the master and head even more space.

It's not strictly true that the 6000 has the same hull as the 58, for Riviera has added a keel that comes out of the stem and terminates roughly 6 feet forward of the pods, the idea being to improve both tracking underway and stability at anchor. Riviera once had keels on most of its boats but got away from them when it adopted pod drives. Expect to see them eventually reappear across the board.

I wasn't able to notice any effect from the keel but what did grab my attention was how quiet my 6000 was. Our sound numbers don't tell the whole story; it's the quality of the sound that's impressive. The boat was so quiet it never felt like the IPS 950s were turning 2650 rpm and the boat was nudging 32 knots.

In fact it's the quality of the whole package that makes the 6000 impressive. Every modification Riviera has made to the 58 has paid big dividends. But that's what happens when you don't have to focus on the big stuff and can sweat the details. ❐

Riviera, 772-210-6430; www.riviera.com.au



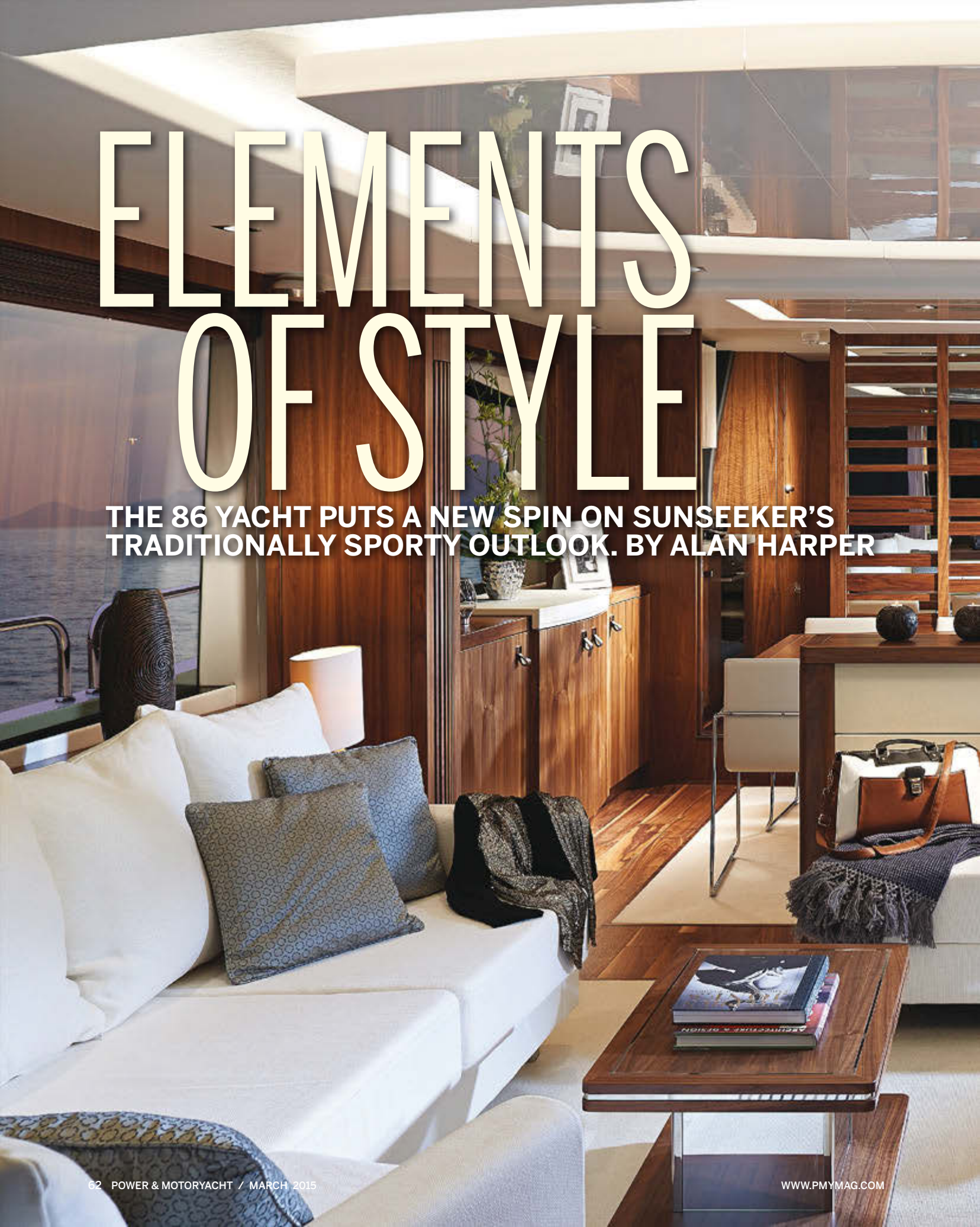
RPM	KNOTS	GPH	RANGE	dB(A)
1000	8.0	7.6	663	65
1250	8.7	16.0	343	66
1500	10.1	25.5	250	66
1750	17.5	30.5	361	67
2000	21.6	40.5	336	67
2250	26.2	54.5	303	68
2650	31.7	72.5	275	70

TEST CONDITIONS: Air temperature: 65°F; humidity: 65%; seas: 2' chop; load: 280 gal. fuel, 106 gal. water, 3 persons, 250 lb. gear. Speeds are two-way averages measured with shipboard GPS. GPH taken from Volvo Penta electronic engine display. Range is based on 90% of advertised fuel capacity. Sound levels measured at lower helm. 65 dB(A) is the level of normal conversation.

NOTEWORTHY OPTIONS: pre-plumb for watermaker; oil-change system for mains and genset; high-pressure water outlets at bow and cockpit; secondary freshwater pump; Dyson cordless rechargeable vacuum; painted topsides; convertible saloon sofa; cockpit awning; galleyware; bathware; 3/underwater lights; Volvo Penta Clear Wake exhaust system; Riviera electronics package; Raymarine RD418D digital radar; Volvo Penta Glass Bridge. Prices upon request.



Transition glass on both side of the master stateroom allow light to pour in, but it can be given a deep tint for privacy at the push of a button.



ELEMENTS OF STYLE

THE 86 YACHT PUTS A NEW SPIN ON SUNSEEKER'S TRADITIONALLY SPORTY OUTLOOK. BY ALAN HARPER

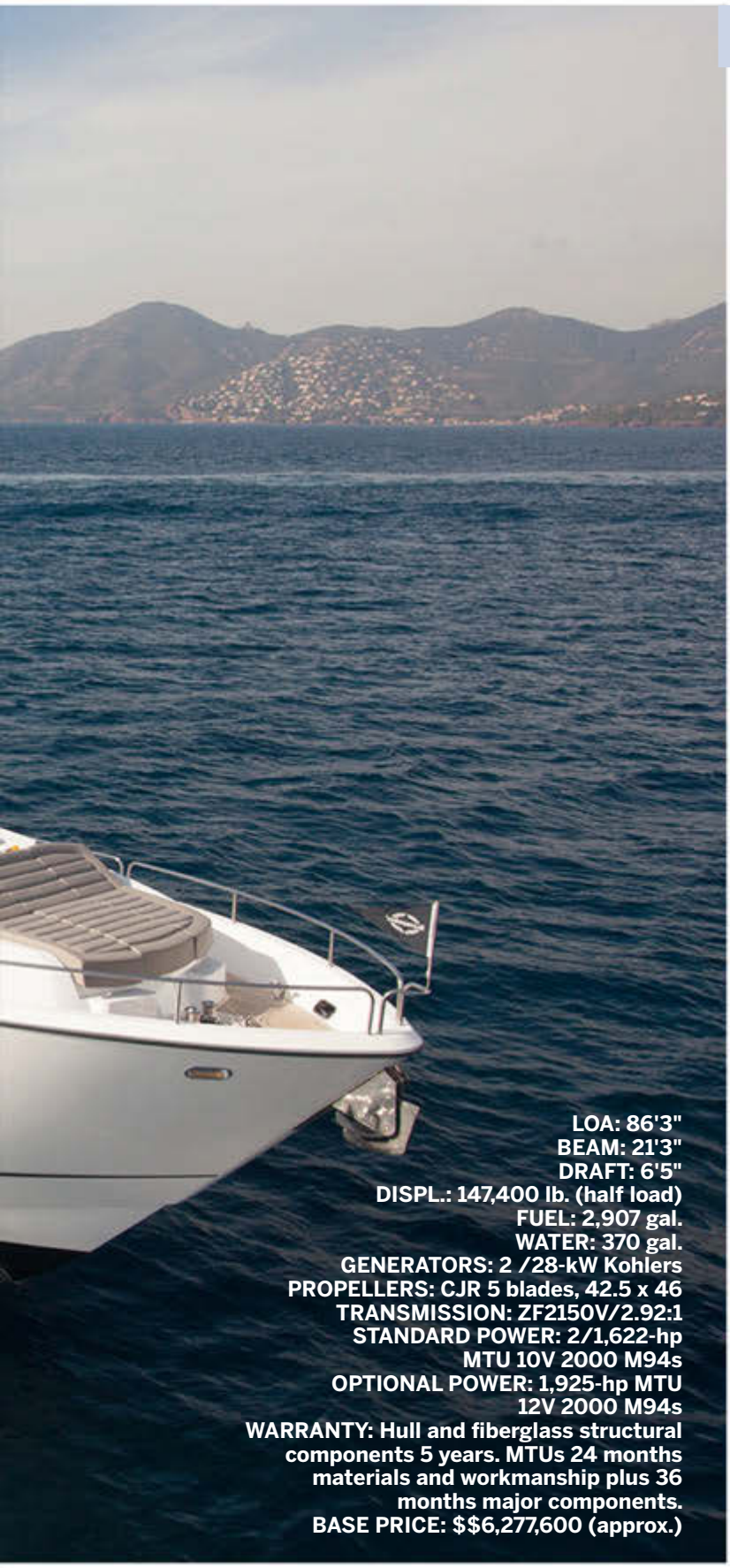




ENGINE SPECIAL: Having the Horses

Although designed around the 1,622-horsepower MTU V10s fitted to our test boat, the 86 Yacht is also offered with a pair of the considerably more brawny 1,925-horsepower V12 version of the engine. The extra cylinders hardly matter in an engine room the size of the Sunseeker's, **but the extra horsepower has quite an impact on the yacht's performance:** According to the shipyard's test data, they give it a top speed of 31 knots, and although considerably less economical at the modest planing speeds for which the 86's hull is optimized, they're not far off from the smaller engines' fuel efficiency at 22 to 26 knots.

Sunseeker has a sporty image, of course, so the idea of its naval architects burning the midnight oil to create a hull that's good at going slow might have raised a few eyebrows among the cognoscenti. It's always the market that has the last word—and at the time of our test, of the 14 customers so far signed up for an 86, guess how many wanted the smaller, more economical engines? Just one. The designers must be wondering why they bothered.



LOA: 86'3"
BEAM: 21'3"
DRAFT: 6'5"
DISPL.: 147,400 lb. (half load)
FUEL: 2,907 gal.
WATER: 370 gal.
GENERATORS: 2 /28-kW Kohlers
PROPELLERS: CJR 5 blades, 42.5 x 46
TRANSMISSION: ZF2150V/2.92:1
STANDARD POWER: 2/1,622-hp MTU 10V 2000 M94s
OPTIONAL POWER: 1,925-hp MTU 12V 2000 M94s
WARRANTY: Hull and fiberglass structural components 5 years. MTUs 24 months materials and workmanship plus 36 months major components.
BASE PRICE: $$6,277,600 (approx.)

The new Sunseeker 86 Yacht is more than just a cool contender making its head-turning debut in a competitive market sector. She's also a new kind of Sunseeker. A shipyard which made its name in the 1980s and '90s with a fabulous series of sport boats, and now known for sleek, high-end express motoryachts, Sunseeker has a lot of image invested in performance. The early models were based on offshore racing hulls, fitted out with cool stripes and plush upholstery, and few could match them for looks or handling. Their clients were the type of people who liked their martinis shaken, not stirred.

More than any other shipyard, Sunseeker has managed in the intervening years to translate that high-octane ethos into its larger motoryachts. Bigger and beamier they may be—which of us isn't?—but they can still get the adrenaline pumping. After all, if you haven't firewalled the throttles on an 80-footer and heeled it over so far that you felt you could dangle your fingers in the water from the flying bridge, you really haven't lived.

But the new 86 Yacht is not like that. Perhaps the first Sunseeker ever designed to be sensible, it has a milder deadrise and modest horsepower, and geometry calculated to produce a comfortable, efficient ride at moderate speeds. MTU diesels of 1,622 horsepower per side were deemed sufficient. Generous fuel capacity combined with a flatter, more easily driven, and stable hull form combine to ensure a relaxed cruising experience and excellent range. This, according to Sunseeker's research, is what the market wants.

And the 86 provides exactly what you might expect of such a luxurious machine. Her wheelhouse boasts a balcony and an excellent curved bar in its galley that gives the wheelhouse the air of a sociable speakeasy. The deck saloon strikes just the right balance between spectacle and sybaritic indulgence. Several different layouts are available for the belowdecks accommodation, but they have one thing in common—excellent headroom of at least 6 feet, 6 inches everywhere, and full-size berths at least 6 feet, 6 inches long. This is a truly substantial yacht. Huge windows bring the outside in, and, when you actually want to go outside, an enormous flying bridge, full-beam cockpit, and comfortably furnished foredeck will not only swallow up all of your guests, but all of theirs too.

In keeping with her long-distance cruising credentials, stowage volumes aboard the 86 are impressive and, crucially, the engine room is enormous. Accessed through the crew's quarters in the stern, it has full standing headroom throughout and excellent service access all around the engines, which are on V-drive gearboxes. Quality construction aids efficiency: not just resin-infused laminates but lightweight carbon frames and superstructure.

Modest deadrise also improves efficiency by providing lift, especially aft, and that lift is put to excellent use. The hydraulic aft platform can handle a 15-foot, 1,800-pound Williams 445 jet tender, while the garage

The 86's raked windshield gives her an exceptionally sporty profile for a flying-bridge cruiser. But there's also generous amounts of space on her foredeck and bridge.

is designed to accommodate a Williams 385 and a PWC. Up on the flying bridge, meanwhile, there is the space and load capacity for a two-seat PWC.

Differences between the two lower accommodation layouts are dictated by the option of a forward companionway in addition to the one amidships, and it's the layout with two companionways, which has no need of a central corridor to link all the cabins, that offers the most space down below. This, by the way, was the option seen on our test boat, the second off the production line, with a pair of generous twin cabins sharing the amidships beam with the master stateroom, and the separate VIP, with its own private access, in the bow. The alternative version does have a larger master amidships, but would otherwise appear to offer few advantages. A five-cabin layout can be created by dividing the master into two.

While in general the 86's guest areas are an undoubted triumph of space planning and design, there are a few elements that I found bewildering. In places it seems a strange mixture of the refined and the functional. Hidden, low-level LED lighting all around the flying-bridge furniture ticks the right boxes, but then one wonders about the steel channels for the sliding berths in the twin cabins, set into the middle of the carpet, or the frames around the sole hatches. Of course form can follow function, but it was slightly jarring to see something so hard and cold underfoot set into a thick woolen carpet. The slide-adjustment levers sticking out from under the flying-bridge helm seats, on the other hand, are perhaps an example of form following function to an inevitable, shin-jarring conclusion.

Although smaller than you might expect on a 65-ton, 86-foot yacht, twin 1,622-horsepower MTUs still provide plenty of horsepower. As we took the yacht to sea off Sunseeker's home port of Poole, on England's Dorset coast, the air had the chilly feel of fall but the sea was calm and the breeze fairly light. Sunseeker's naval architects have optimized the hull design for efficient cruising at between 12 and 18 knots, and leaning upon the throttles a bit soon confirmed that this is indeed an easily driven hull, with no obvious need for trim changes between displacement and planing modes.

Trundling along at about 16 knots and 1,800 rpm we found a little downward trim tab was good for an extra half-knot or so, and thusly set up, the 86 felt content. Across the channel, Cherbourg was about 50 miles away: We could have gone there and back five times before needing to think about refueling. And with low noise levels and a relaxed running attitude the 86 provided proof of Sunseeker's efficient cruising concept. They can do sleek, they can do stylish, and now they can do sensible.

But whatever the designers tell you, the 86 Yacht is still a Sunseeker, so we had to firewall the throttles and see what she could do. A terminal velocity of just over 26 knots came up rapidly enough, and while we found the fin stabilizers could keep things on a rigidly even keel in even the hardest turns, we soon turned them off and really started to enjoy ourselves. It might have been deprived of some speed and deadrise, and it might be a new kind of Sunseeker, but the 86 Yacht is still highly competent and rewarding drive. ❐

Sunseeker, 616-801-3686; www.sunseeker.com



The helm is complemented by a portside settee so passengers can keep the captain company, or just enjoy the views.

RPM	KNOTS	GPH	RANGE	dB(A)
600	5.9	3.2	4,824	53
1000	9.3	12.7	1,916	54
1250	11.6	20.1	1,510	53
1500	12.9	43.4	778	61
1750	15.1	74.5	530	62
2000	19.3	98.3	514	62
2250	23.2	125.7	483	67
2450	26.2	156.9	437	68

TEST CONDITIONS: Air temperature: 54°F; humidity: 82%; seas: 2-3'; wind: 7-9 knots; load: 930 gal. fuel, 396 gal. water, 13 persons, 250 lb. gear. Speeds are two-way averages measured w/ Simrad GPS display. GPH taken via MTU display. Range is based on 90% of advertised fuel capacity. Sound levels measured at the lower helm. 65 dB(A) is the level of normal conversation.

NOTEWORTHY OPTIONS:
Platinum Package, including zero-speed fin stabilizers, carbon hardtop, 28-kW and 33-kW generator upgrades, thrusters upgrade, flying-bridge teak, fuel polisher, CCTV, extra cleats, separate Miele washer and dryer, electric barbecue, oil-change system, burglar alarm ($530,000 approx.); Bose Audio Package Upgrade ($18,500 approx.); Simrad Premium Lower Console ($7,000 approx.).



ENGINE SERVICE BONUS:

▶Do you change your own fuel-water separator elements? Use cheap rubber gloves from Lowe's or Home Depot—too much direct exposure to diesel fuel can produce an allergic reaction. And avoid spilling diesel on your clothing—washing, even in hot water, will not remove the smell.

▶*Check out video of the historic kilo run @ www.pmymag.com*



FULL THROTTLE



FOR THE GUYS AT OUTERLIMITS OFFSHORE POWERBOATS, SETTING A NEW V-BOTTOM KILOMETER SPEED RECORD WAS A BIG, BIG DEAL, BUT IT WAS ALSO A WHOLLY IMPROBABLE ONE.
BY CAPT. BILL PIKE

DAVID CLARK

Just four months before he died during surgery after a spectacularly brutal, 180-mph accident on Missouri's Lake of the Ozarks, Mike Fiore, founder and president of Outerlimits Offshore Powerboats, stood on the verge of what friends would later call his finest hour. Granted, the boyish-looking 44-year-old had not actually seized the prize yet, but he was close. And the road he'd taken to get to this spot—a sandy, scrubby beach on North Carolina's Pamlico River, on the morning of April 28, 2014—had been a long one.

Mike shot a glance off towards a fleet of watercraft filled with volunteers, some from the nearby town of Washington and some from elsewhere, all out there on the river, combing the course between the traps, looking to remove every last stick, tree limb, milk jug, or hunk of lumber that might obtrude. Such trifles, after all, are problematic for the average boater. But they're anathema to those who brave the mad, mad realms of hyper speed.

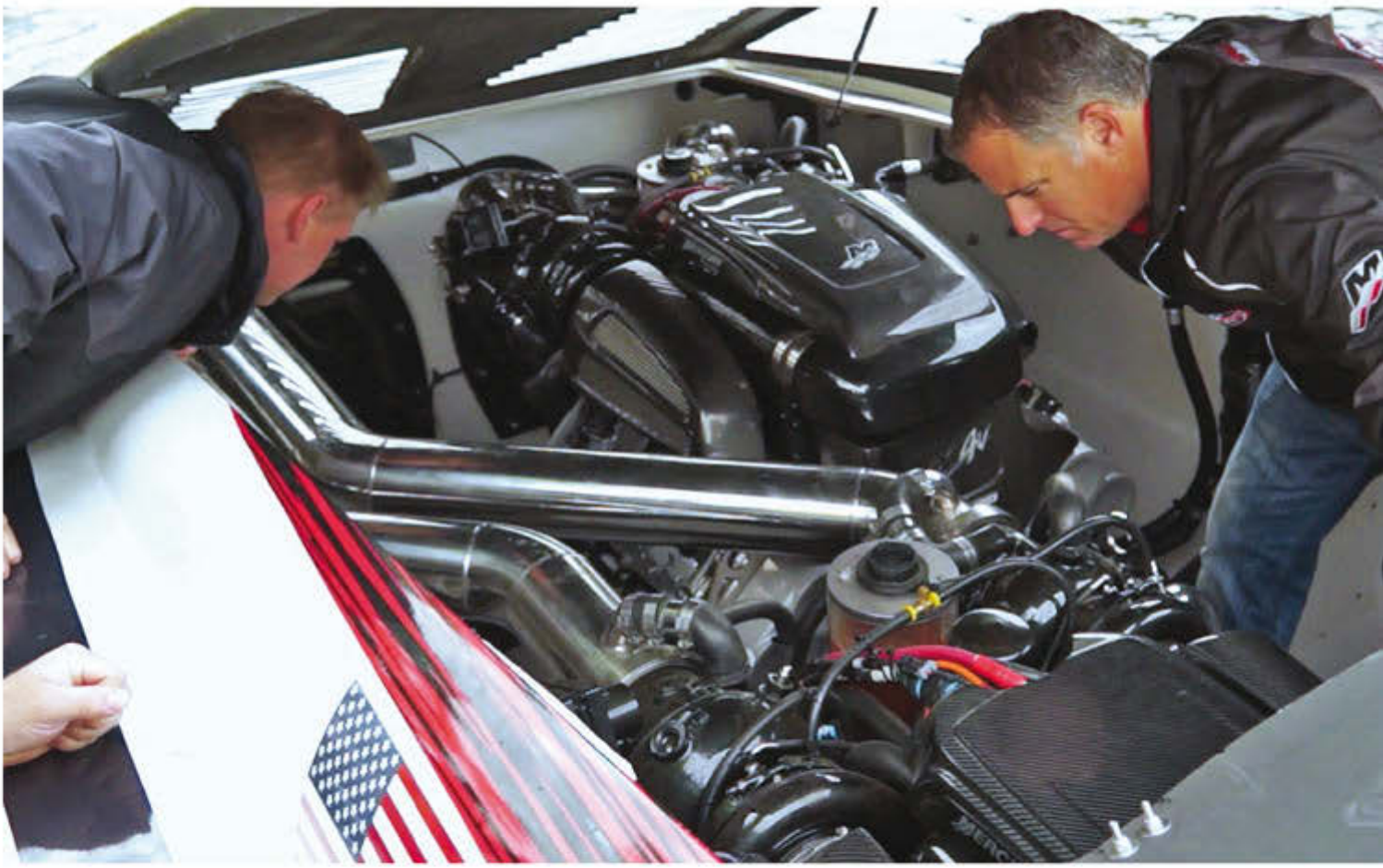
"Think you'll be able to do it?" asked a journalist before shoving a microphone Mike's way.

"I hope so," he replied with a grin, his hands stuffed into the pockets of his jeans, "I think we should."

As usual, Mike's father Paul, who'd been schooling his son in the wiles of high-performance boatbuilding for decades, was not far off, his gaze inscrutable behind a pair of Wayfarer sunglasses. Some years before, the elder Fiore had sold the speed-demon enterprise he'd founded in 1979, Hustler Powerboats, but he was still very much a player.

When captured in full flight during one of her record-setting kilo runs (shown left), the Outerlimits SV43 was doing almost 182 mph.

ENGINE SERVICE BONUS:
▶Got a turbocharger of turbochargers? Many of them have their own, dedicated air filters too. Follow the manufacturer's instructions on service intervals, solvents, and/or element replacement.



Mike Fiore of Outerlimits, right, and Erik Christiansen of Mercury Racing in full, high-octane diagnostic mode.

A good guy to have along, as they say. And he was solidly behind the morning's focus—an attempt by Outerlimits to blast to smithereens a V-bottom kilo speed record of 171.88 mph set by Benny Robertson and Reggie Fountain on this very same stretch of water back in 2004.

Whoooooommmmm! World-champion race driver Brian Forehand of Marker 17 Marine in Wilmington, North Carolina, cranked an engine, one of two monstrous, 1,650-horsepower motors built by the high-octane engineers of Mercury Racing. All eyes ashore turned to watch as Brian cranked the other monster and a towboat began pulling the centerpiece of the event—a canopied Outerlimits SV43 owned by speed-lovin' Joe Sgro—off toward the broad expanse of the Pamlico. The sight was a rather improbable one, for two major-league reasons.

Five Freakin' Bottoms

The first was complicated. Without doubt, creating a boat that rockets across a body of water—even a fairly smooth one—at speeds approaching one football field per second, demands a great deal of engineering sophistication from a boatbuilder. So it's quite understandable that modern Finite Element Analysis (FEA), with its reliance upon differential equations, matrix algebra, and other esoterics, often plays a part in a given project's development, as do cutting-edge materials, like top-tier epoxies, carbon fibers, super-resilient foam cores, and E-glass.

Moreover, equally advanced tools and techniques may be called for, like a giant autoclave, say, to promote post-cure perfection or a laborious process called "blueprinting," whereby a running surface, no matter how complicated, is vetted in exquisite detail to ensure the absolute precision of every angle, dimension, and curve.

Outerlimits made use of all the aforementioned specifics when building Sgro's SV43 raceboat in 2011, some three years before he or anyone else had even thought about making a record kilo attempt in her. And, of course, the company relied upon something else as well—the hard-won trove of institutional knowledge that resided in the minds of its riggers, laminators, mechanics, and test drivers.

"But still, there was always this one big issue," Sgro explains. "Just think! By the time we'd finished setting the boat up for the kilo we'd put five freakin' bottoms on her. One on top of the other! And we're talking complicated bottoms here, with a whole bunch of steps [five], each with different dimensions and different angles on the trailing edges. So you're lookin' at weight—each new bottom puts on another two-, three-, four-hundred pounds."

Outerlimits made dozens of modifications to get beyond the problem, validating most of the lot with both FEA magic and the collective intuition of its work force. Step positions, angles, and heights were changed and changed again. A pad was designed and fitted. Engine placement was shifted. And, with an assist from Forehand and the seasoned crew at Marker 17 Marine, who put the boat through weeks and weeks of sea trials on the Cape Fear

GREG BROWN

ENGINE SERVICE BONUS:
▶Pull the water feed off that dripless shaft log occasionally. With the engine running in neutral, of course. Make sure you've got unobstructed water flow. Check the crossover setup on a twin-engine installation the same way.



River near their shop in Wilmington, all sorts of additional, proprietary tweaks were incorporated.

"When she was finished," Paul Fiore adds, "the boat tipped the scales at well over 10,000 pounds, which is not light—not compared to the other SV43s we build. But hey, we had her dialed in—I mean, she'd go!"

The Other Issue.... Bean Counters

Back in the mid-2000s, Erik Christiansen, a sharp young engineer who was working the Verado project for Mercury Marine, began devoting his lunch hours to something a little different—a monster big-block V-8 that would substitute a proliferation of super-aspirating valves, dual-overhead cams, twin turbos, and a wicked torque curve for the push-rod-driven, radical-displacement technology that characterized race-boat engines of the day. Eventually, his efforts got the attention of the top guy at Mercury Racing.

"Fred Kiekhaefer really liked the idea," said Christiansen, who would ultimately assume the presidency of Mercury Racing upon Kiekhaefer's retirement. "But we had one big problem."

The year was 2008 and the economy was scraping the bottom of "The Great Recession." And although the development of the new engine—the QC4v (Quad Cam 4 valve) Christiansen called it—did not exactly threaten Mercury with bankruptcy, it absolutely chilled the hearts of the company's bean counters.

Kiekhaefer stepped up to the plate, though. He twisted arms. Argued. Cajoled. In fact, if company gossip is to be believed, he at one point actually threatened to fund the project himself if Mercury wouldn't climb aboard.

The bean counters relented. And, in 2010, a 1,350-horsepower version of the controversial big-block platform debuted at the Miami International Boat Show. Then, three years later, at the same show, Mercury Racing introduced a 1,650-horsepower QC4v which, as luck would have it, turned out to be the biggest, baddest production-type raceboat engine money could buy at the time. The guys at Outerlimits were ecstatic.

"So things just came together," concludes Christiansen.

An Impromptu Postponement

The kilo attempt on the 28th was a wash of sorts. One run went smoothly—the SV43 covered the precisely surveyed kilometer-length course at a clock-timed speed of 182 mph. But the run in the opposite direction hit a snag, literally. "Oh no," a shoreside observer proclaimed, as the boat slowed significantly. "Somethin's wrong."

As soon as Brian and the SV43 were back shoreside, Mike Fiore and Mercury Racing's Christiansen began checking out her machinery spaces to see why the starboard motor was lagging by 500 rpm. When nothing seemed amiss, they quickly shifted their attention to the stern where the problem manifested in short order.

It was the running gear. Mike lay flat on his belly, his head hanging over the transom, his arms in the frigid water, using a giant ratchet to remove one of the big CNC-machined, cleaver propellers—a chunk of debris had knocked off a blade tip. The skeg on the drive was damaged as well. Further record-setting attempts would have to wait until the next morning.

A Chance Meeting

That evening a short but significant encounter took place in the parking lot of Mirabella Pizza & Grill in downtown Washington. As Mike and the Outerlimits gang headed into the restaurant they ran smack dab into Reggie Fountain who was just leaving. Reggie was gracious but the meeting served to further galvanize Mike's determination to prevail—he and Reggie shared some history.

Ten years before, Outerlimits had ventured south to the Pamlico from its homeport of Bristol, Rhode Island, to take part as a guest competitor in Reggie's ultimately succcessful, invitational-style kilo attempt. Mike knew he was challenging the fox in his den—both Reggie's manufacturing facility and his residence were not far from the kilo venue—but he figured he had a V-bottom that was faster than anything else afloat.

But fate pulled a fast one. The evening before the event, engine issues precluded participation by Outerlimits, a development that soon precipitated a host of salty rumors. Mike's boat was really, really slow, some said, and he'd had to quit the scene ignominiously, sneaking out of Washington under cover of darkness. For Mike and everybody else at Outerlimits such talk was tough to live with. It engendered resentment. And the resentment had tended to linger.

A Dozen Rippin' Seconds

The runs the Outerlimits SV43 made between the traps on the Pamlico early on the morning of April 29th, 2014 were flat-out gorgeous, even when viewed from afar—the boat maintained her speed unerringly, exhibiting a super-efficient, super-drivable running attitude of approximately two degrees and she also evinced absolutely no appetite for chine-walking at speed, an especially dicey characteristic.

The average velocity the APBA officially recorded for the boat going through the traps was 180.470 mph (179.5 upstream and 181.44 down), almost 9 mph faster than the record set by Benny and Reggie in 2004.

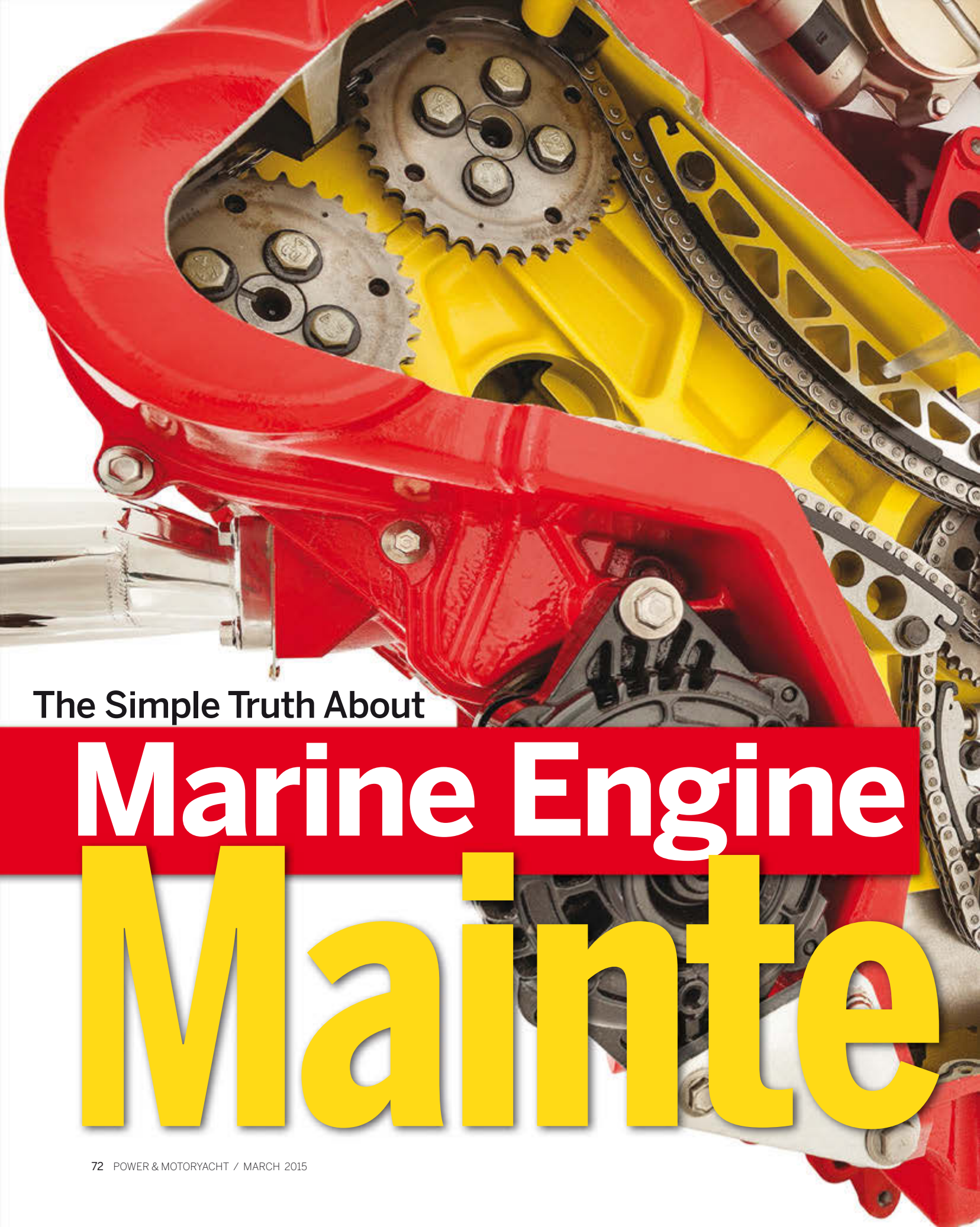
As he'd done the day before, Brian both throttled and drove. And Joe Sgro rode shotgun. Somebody later calculated that it had taken the pair just a dozen rippin' seconds to cover the distance between the traps on each pass.

"She was smooth, full throttle," Brian synopsized afterwards, "But where it is was scary was slowin' 'er down. I had to be real careful backin' 'er off from that kinda speed."

Eventually, a bunch of green bottles got uncorked. Mike shook his up immediately and, with characteristic gusto, began spraying friends, relatives, and colleagues with champagne. Mark Tuck, an Outerlimits owner who'd taken it upon himself to handle the organizational details of the wildly successful event, later remarked that setting a new V-bottom kilo record that day had seemed like one of the genuine highlights of Mike's young life.

"We beat the old record by 9 miles per hour," Mike told a journalist at one point, "That's a big number—that'll stand for a very long time." ❐

Marker 17 Marine, 910-821-0190; www.marker17marine.com
Outerlimits Offshore Powerboats, 401-253-7300; www.outerlimitspowerboats.com



The Simple Truth About

Marine Engine Mainte

UNLIKE THIS GAS BEAST, YOUR DIESELS NEED JUST TWO THINGS TO PROVIDE YEARS OF TROUBLE-FREE OPERATION.

BY CAPT. RICHARD THIEL

ENGINE SERVICE BONUS:

Got a drip pan under your engine or engines? Don't forget to keep it supplied with fresh (clean) oil-absorbent pads. In addition to serving the obvious purpose, they'll help you locate leaks.

Spark plugs tell a story

A chalky white insulator, rapid electrode wear and the absence of deposits indicate overheated plugs. This 1,650-horsepower monster also tells a heck of a story. See page 68 to see how this baby helped make history.

nance



Every once in a while I stop and reflect on the coverage boating publications—both print and online—devote to the proper maintenance of marine diesel engines. I don't take issue so much with the content of these narratives as with their tone. While the authors' intentions (mine included) are undoubtedly noble, they often leave the impression that the marine diesel engine is a finicky and fragile contraption that requires your constant surveillance and attention to keep it from devolving into a smoldering piece of scrap.

To some degree this impression is understandable. After all, what interest would you, dear reader, have in reading an engine column that said, "Your diesel engine is virtually indestructible, so quit stewing about it and go boating!"?

Still, I think it's time to balance all those cautionary articles on diesel maintenance with one that assures you of what an amazingly simple and durable piece of hardware your diesel is and how little care and feeding it needs to do its job.

The truth is that beyond performing the recommended maintenance (basically, changing lube oil and filters), your diesel needs just two things: clean fuel and plenty of clean air. Make sure your diesel always has them and the thing will probably never so much as burp and may very well outlive you.

But simple though they may be, those two requirements are nonnegotiable because of the diesel engine's inherent design.

You probably already know that a big difference between a gasoline engine and a diesel is that—oversimplifying here—the former requires an electrical ignition system to ignite fuel while the latter just squeezes the stuff until it gets so hot it explodes. But another big one is that in a gasoline engine, fuel is just that: a material that is burned to produce heat and power. In a diesel, fuel must do that and more, and that's why it has to be so clean.

The diesel engine fuel-injection system includes components with tolerances measured in microns. (A micron is 1/25,000th of an inch.) The friction produced by metal components operating in such close proximity generates enough heat to quickly destroy them absent lubrication and cooling, two more jobs that fall to diesel fuel. Unlike gasoline, which is highly volatile—it evaporates very quickly—diesel fuel feels oily because it *is* oil, and that allows it to act as a lubricant.

Diesels circulate more fuel than the engine needs to produce power; the excess both lubricates and carries away excess heat generated by friction as it returns to the fuel tank. (In boats, heat removal is aided by passing the fuel through one or more water-cooled heat exchangers on the way to the tank.) All this is important because particulates inhibit the ability of the diesel fuel to properly lubricate.

Water can be even more damaging. If it gets into gasoline, the engine can usually manage to burn through it, although it might quake and quiver a bit. That's not the case with diesels, primarily because they have much higher compression ratios. Water will not compress in a diesel's combustion chambers, creating a situation commonly referred to as hydrolock. Basically it's a case of an irresistible force meeting an immovable object, and the result is almost always a very big repair bill. Durable though they may be, diesel engines have zero tolerance for water and grit, which is why these engines have very large, expensive fuel filters, to which most prudent boaters add a fuel-water separator.

By now I hope you're convinced of just how important it is that your diesel fuel is always free of particulates and water by the time it reaches your engine's combustion chambers. For-



ENGINE SERVICE BONUS:

▶Keep your engine or engines freshly painted. Not only is this good for aesthetics, it's makes spotting leaks and other issues easier.

▶Check the détente adjustment on your transmission or transmissions annually if, of course, you have mechanical linkage between your binnacle control and your gear or gears.



The converted tug Island Ranger *sports an impeccable engine room, making maintenance far easier. Note the three Racor fuel-water separators on the right side of the photo—check out Boatyard (page 103) to see why triplex or duplex setups are better and safer than a single separator unit.*

tunately proper fuel maintenance is a simple three-step process: 1. Buy your fuel from a reliable source; 2. Regularly check your fuel-water separators for signs of contamination and change all fuel-filter elements per manufacturer's recommendation; and 3. Add an approved fuel conditioner/stabilizer whenever the fuel in your tanks will sit undisturbed for more than a month.

Providing a surfeit of fresh and clean combustion air is also relatively simple, or at least it should be. To see why a proper air supply is so important, we need to return to the basics, by again comparing diesel and gasoline engines. Diesels need more air—a lot more air. Specifically, the air-to-fuel ratio of a gasoline engine is roughly 14.7:1; for a modern high-performance diesel it can be as high as 70:1. To give you some idea of what this means in the real world, a typical 8-liter turbocharged diesel turning 2300 rpm requires 975 cubic feet of fresh air per minute—that's a volume roughly equivalent to the typical engine room. If your engines don't get the air they need, they won't make their rated horsepower at best and they will create some serious havoc at worst.

But it's not just air volume that's important; temperature is important too. As those of us who managed to stay awake during high school chemistry class learned, hot air is less dense than cold air, and a given volume of it contains less oxygen than an



ENGINE SERVICE BONUS:

Owners of diesel powerplants should keep a safety-approved container with a gallon or two of diesel fuel in an easy-to-get-at spot onboard. The stuff may come in handy for refilling fuel-water separators after filter element changes.



Note the dual air filters on Island Ranger*'s Detroit Diesel at the top of the photo. This owner also went to great lengths to keep his engine spotless, making it easier to see fluid leaks and other problematic issues.*

equivalent volume of cold air. Oxygen is what the diesel engine burns with fuel to make power. So your engine room needs to have lots of cool outside air running through it, and if your engines are big, that air should be pulled in and pushed out by fans, not the engines' air intake systems. Maintaining a relatively cool engine room is no mean feat considering the presence of a couple of heat-producing behemoths.

Just how much air and how cool? Engine manufacturers will happily supply requirements for each of their engine models, to which boat designers are supposed to adhere. They almost always do. But anything that restricts the amount of air entering and leaving your engine room, or that raises the ambient temperature in it, will adversely affect your engines' output and probably their longevity.

The air must be clean, too. When I began working on diesels, engine air filters were rare, the theory being that there's little airborne dirt at sea, so there's no need to worry about trapping it. Screens preventing loose change and other errant debris from being sucked into the engine may have sufficed back when a 150-horsepower diesel was a big deal, but not today when the average marine diesel can suck in anything within shouting distance, including those dried salt flakes on the hull. Besides, adding a filter also quiets the intake roar.

But the problem's not just particulates. In their quenchless drive for combustion air, big diesels will pull in salt water along with salt air unless the boat has proper baffles, or better yet, demisters. If your engines are occasionally coated with a layer of fine salt, you ought to look into them.

So although a diesel engine really does need just two things to provide thousands of trouble-free hours of operation, it *really* needs them. When it comes to clean fuel and lots of clean, fresh air, you can't compromise. Fortunately you don't have to because providing them is actually pretty easy—in spite of what you may have read in those well-meaning maintenance articles. ❐

RESOURCES:

Know More

These companies specialize in providing your diesels with clean air and clean fuel.

ESI Total Fuel Management; *www.fuelmanagement.com*
Parker Hannifin; *www.parker.com/racor*
Delta "T" Systems; *www.deltatsystems.com*
Walker Engineering; *www.walkerairsep.com*


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LOA: 45'6"
Beam: 14'11"
Draft: 3'9"
Displ.: 30,000 lb.
Fuel: 350 gal.
Water: 118 gal.
Power: 2/435-hp Volvo Penta IPS600s
Transmissions: Volvo Penta IPS with 1.82:1 gear ratio
Propellers: Volvo Penta T3 propset
Warranty: 5 years hull/deck, 2 years on accessories, exclusions apply
Base Price: $903,704

TIARA YACHTS HAS PROVEN TIME AND AGAIN THAT IT CAN CREATE SOMETHING GROUNDBREAKING. **THE 44 COUPE** SHOWS IT CAN KEEP UP THE PACE.

BY JASON Y. WOOD

Second



Act

Tiara Yachts, Michigan-based builder of proven sea boats, invited me to its impressive facility on the shores of Lake Michigan to show off its Tiara 44 Coupe. Now I know the Great Lakes can get really rough, Gordon Lightfoot songs aside, so I was curious what I would find out when I took the helm of this stylish new design as a light rain began to fall.

Turns out Tiara Yachts has a bit of a success on its hands, and I was about to see why. With a combination of high tech and high style, the Tiara 44 Coupe seems to be hitting a sweet spot for a company looking to create a category killer to fit in with its sportfishing boats, cruising saloon express models, and open-layout express offerings.

Weather-wise the rough stuff never materialized. Truth is, the 44 Coupe sent us looking for other boats to see if we could find a few wakes bigger than our own, but we didn't have much luck.

I should say "much more luck," since I took the helm and discovered the Tiara 44 Coupe is a fun and responsive cruiser with a pair of 435-horsepower Volvo Penta IPS600s. During our test she did everything we asked and responded well to the wheel and throttles. But cruisers take note: the Garmin Glass Cockpit command system made this boat very interesting to drive, at least for me.

Basically the system allows you to use the joystick at speed—not just for slow maneuvering—and it does that by taking control of the IPS fly-by-wire steering system. Initially I thought that if I owned this boat I would never use the joystick to drive at a faster clip, though it was cool to try it out. But the more I've thought about it since, I realized that this addition is an important step in how we use IPS because it's the natural evolution of the joystick control system. I had it backwards. If we think about this objectively, retaining the wheel is by far the more strange aspect in the grand scheme of the system's capabilities. I'd wager the technology that went into steering the IPS with a wheel was much more complex than adding at-speed control to the joystick. We've gotten to the tipping point where the technology is outstripping our ability to utilize it effectively—the wheel is only there to quell the fears of the 99 percent of boat-

▶ *See detailed photos and a video about the development of the Tiara 44 Coupe @ www.pmymag.com*





Andrew Bartlett (above), project manager for the Tiara 44 Coupe, put the galley aft and to starboard in the saloon to make it accessible to the cockpit as well (right). Plenty of glass adds to the inside-outside feel.

ers who would look at a wheel-less helm and say, *Now I have to learn how to drive a boat all over again.*

The fact that most longer cruising runs would be managed through the autopilot makes it even more forward thinking: The Glass Cockpit system has an advanced autopilot system controlled by the joystick with tiny twists while wholesale course changes can be done simply by moving the stick. It's a potent combination that must be experienced—the joystick offers an intuitive way to manage the autopilot as you adjust course, rather than the push-button or dial-up controls of a standard autopilot. And when you switch it off, you continue to use the joystick. Give it a test drive some time—the future is here.

The development team for the Tiara 44 Coupe didn't go to the drawing board with a clean sheet of paper, however. The new launch is one way that Tiara is building on the momentum created by the 50 Coupe with her open main-deck plan with huge windows, Volvo Penta IPS propulsion, and Glass Cockpit helm system. It would be a bit of an understatement to say that something clicked with the launch of the 50 Coupe in 2013.

Tiara focused on a couple of different details that the designers realized were important and found one solution: They put the boat's social areas all on one level, connecting the helm, saloon-galley, and cockpit. "It started with bringing the galley up and aft so it's in a more central location between the aft cockpit and the enclosed saloon—as central a location as we can make it," says Andrew Bartlett, product manager for Tiara Yachts. "And that has other benefits: You're bringing the sociability up a notch, not isolating the person using the galley, making the lower level—we call it 'heads and beds'—below essentially a private level for the owner and VIPs. We made the dayhead accessible right at the bottom of the steps. [The layout] brings the person in the galley up and out to the saloon, to the social area, and it also makes that lower level to be a kind of private or owners-only area. The layout has been well accepted and it's an easy conversation to have with most people who own a boat."

The Tiara 44 Coupe, introduced in the summer of 2014, shares





A gaping sunroof—a trademark of the Coupe line—brings the outdoors inside at the forward area of the saloon. Feel the fresh breeze in your hair!

loads of DNA with her big sister, and that's no accident. Same goes for the 50 Flybridge, a model introduced to the public at the Ft. Lauderdale International Boat Show last year.

"We were encouraged by the reception of the 50 Coupe. The 44 is absolutely an endeavor to cast a wider net and provide the Coupe to more of the marketplace," Bartlett says. "The 50 deserved a product to complement it, we didn't have to adjust the recipe. It's very exciting."

While much about the 44 Coupe shows the company's new direction in model development, her construction follows the company's same proven method: Balsa-cored hullsides are encapsulated in hand-laid fiberglass cured with premium resin. The decks are cored with balsa as well. Don't be surprised if you see this line continue to grow, though Tiara is keeping quiet about plans right now.

As with any IPS-powered boat, the engine room meets the criteria set forth by Volvo Penta for its pod-propulsion system. It's here that stringers, collars, and other structural elements are plainly visible in the stoop-height (as in 37 inches, sole to overhead) space, but there's a good amount of space to get around the engines—even on the outboard sides. In fact, we discovered the design of the engine room is a core part of this next-generation lineup from Tiara (see "Engine Special: Shafts and Shifts," opposite), and shows off the thought process well.

The cockpit sports a molded-in transom lounge with table as well as steps to the side decks and aft to the swim platform. Our test boat had a Nautical Structures hydraulic swim platform with 850-pound capacity suitable for holding a tender—an add-on that could really expand cruising options.

This boat has a lot to recommend it for cruising. A two-stateroom, two-head layout presents a compromise to which boaters these days should be getting accustomed: the sacrifice of headroom above berths. In boats that place big staterooms amidships, this is one of the first decisions made by the designers, and it's a good one. Provided occupants don't make a habit of sitting bolt-upright in bed, the 31-inch height over the twin berths in this guest stateroom won't be a bother. In the places where you will wish to stand, by the door to the stateroom, say, or by the built-in seat to port, the overhead height is 6 feet 2½ inches. This stateroom's head doubles as the dayhead, though the MSD is placed in the shower, beneath a fold-down bench.

The master in the bow has a 6-foot 4½-inch overhead, and a luxurious en suite head with separate shower. A cedar-lined hanging locker and a gigantic locker beneath the berth—a Tiara trademark—round out the stowage.

While the living spaces belowdecks are nicely appointed, they're for sleeping, and those of us who prefer to make the most of time on the water know the main attraction on this boat will be the saloon. A generous L-shaped settee is to starboard and stretches from forward seating with a folding table all the way to an I'd-like-to-sit-in-peace-while-you-drive-the-boat spot at the after end.

The starboard-side galley, placed at the after end of the saloon, is another noteworthy place on the 44 Coupe where fresh thinking trumps old ideas. In its central location between the saloon and cockpit spaces, it is sheltered from the elements in less-than-ideal conditions, but is accessible to all on bluebird days. The cook and clean-up team don't feel consigned to the scullery as they would on a galley-down arrangement. Instead they can continue to enjoy the party. Refrigerator and freezer drawers, a two-burner cooktop, an easy-to-clean Corian counter, lockers for food and dishes, and under-mount stainless sink mean you have everything you need.

"It's about maximizing the real estate on a boat," Bartlett says. "If you can centralize that galley in the saloon area, then you do not have have to repeat the same galley elements in the cockpit, you can give that real estate to two aft-facing seats so that cockpit becomes a very social area. Open that dual, sliding companionway door and you can tie the exterior cockpit and saloon together. So there's benefits upon benefits." An optional electric grill in the transom adds to the flavor.

The engine room, the galley, and the advanced Glass Cockpit helm all show the thinking that will propel Tiara's next-generation Coupe line forward. As Bartlett says, "We developed the 50 and 44 Coupes and we are exploring ways of scaling that up and down—both with flybridges and coupes—we're definitely going to pursue this success." And we look forward to seeing all of these boats perform in more challenging conditions. ❐

Tiara Yachts, 616-392-7163; www.tiarayachts.com





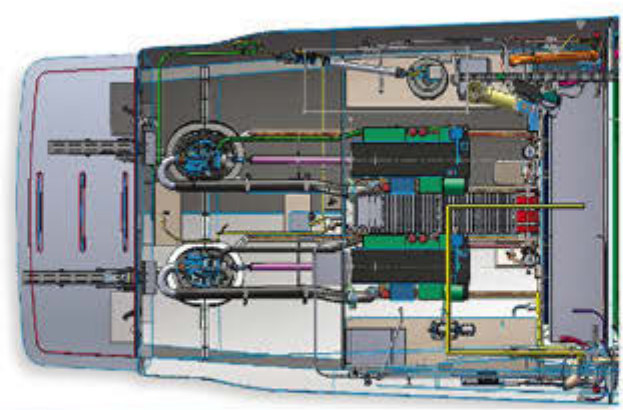
RPM	KNOTS	GPH	RANGE	dB(A)
600	4.8	.6	2,520	59
900	**6.4**	**1.6**	**1,260**	**63**
1200	7.4	2.4	971	65
1500	**8.7**	**5.9**	**464**	**68**
1800	9.8	9.1	339	72
2100	**11.0**	**15.0**	**231**	**73**
2400	14.2	19.1	234	76
2700	**18.2**	**26.0**	**221**	**75**
3000	22.9	30.9	233	78
3300	**27.6**	**37.3**	**233**	**78**
3600	31.4	44.0	225	79

NOTEWORTHY OPTIONS: Teak-inlay swim platform with Nautical Structures hydraulic lift ($57,000); Makefast Marine powered sun awning ($17,800); Kenyon electric grill at transom ($2,280)

TEST CONDITIONS: Air temperature: 73°F; humidity: 79%; seas: flat; winds: 2-4 knots; load: 350 gal. fuel, 118 gal. water, 7 persons, 250 lb. gear. Speeds are two-way averages measured with Garmin GPS. GPH taken from Volvo Penta display. Range is based on 90% of advertised fuel capacity. Sound levels measured at the helm. 65 dB(A) is the level of normal conversation.

Engine Special: Shafts and Shifts

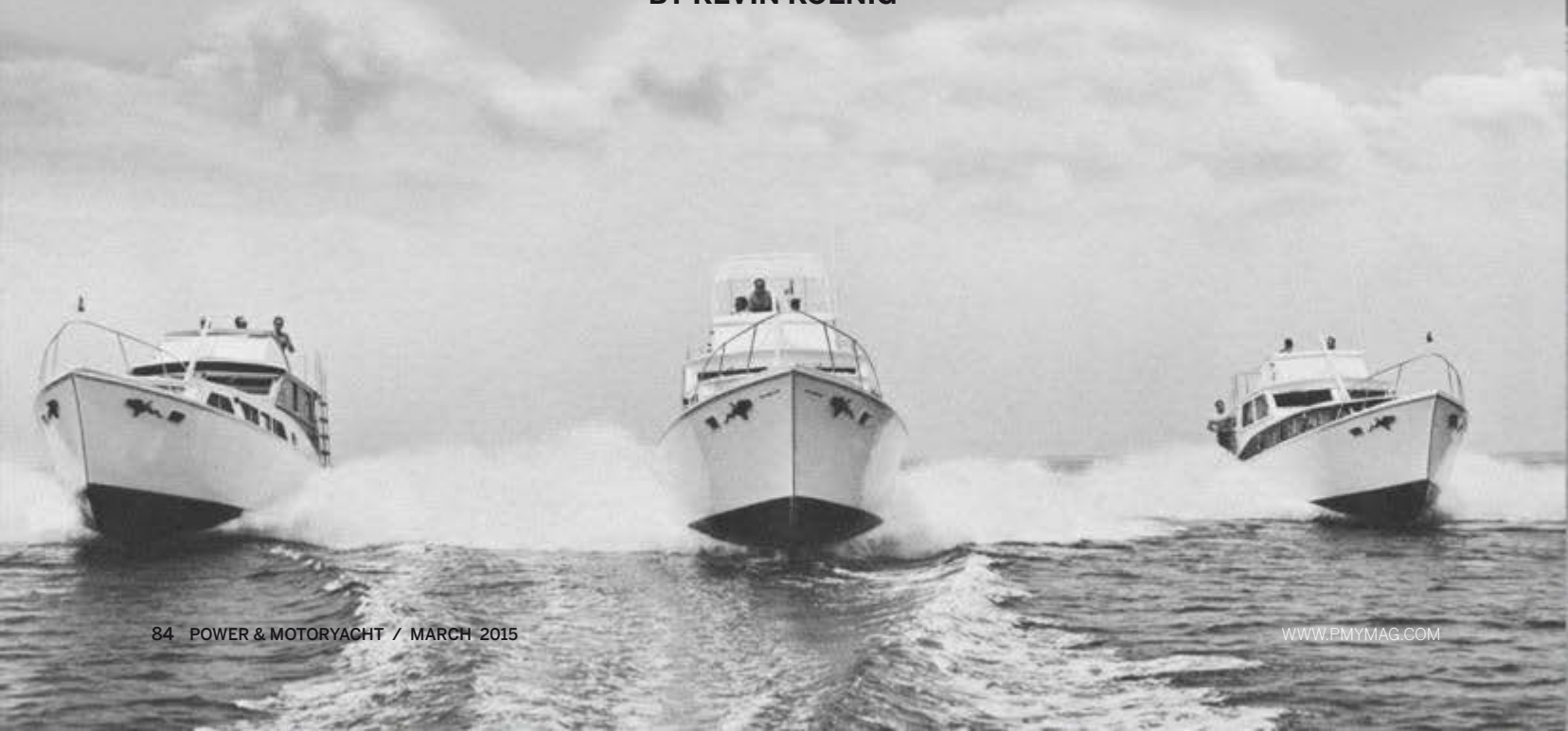
So many builders over the years have made a point of explaining how the installation of Volvo Penta IPS pod drives allows them to put the engines farther back in the hull, doing away with "wasted space" in the engine room and opening up the lower deck to amidships accommodations. It's called "close-coupled" and the arrangement is nothing to sneeze at, since it does offer those obvious benefits. Many builders have incorporated that engine arrangement into their builds since IPS first came on the scene in 2004, when the first American boat designed specifically for the IPS, the Tiara 43 Sovran, was introduced—also with a close-coupled IPS setup. So Tiara is applying what it learned by incorporating something new ten years later. The Tiara 44 Coupe and her predecessor the 50 Coupe have something a bit different: Both models use jackshafts to place the pods aft while positioning the engines farther forward. "While the close-coupled arrangement can provide interior volume for cabin space it also has an effect on the seakeeping and feel of running the boat," says Andrew Bartlett, product manager for Tiara Yachts. "When we began development work on the Coupe generation we wanted to apply that learning. Part of that was moving the engine farther forward in the craft and using a jackshaft arrangement to connect the engine to the pod. It adjusts the longitudinal center of gravity to provide the Tiara ride characteristics that we always strive for." Ride characteristics and running trim can be tweaked by shifting the position of a boat's longitudinal center of gravity, or LCG. "From a naval architecture standpoint you want to control your fixed weight—and the engines are a big part of the fixed weight—to optimize the LCG," Bartlett says. "And you want your live weight, which is the water and fuel tanks, in an LCG-neutral position as well, so as the tank empties it doesn't affect the positon of the LCG at all. That's the ideal: The boat floats at the same attitude whether you are empty or full."



Viking Life

BOB AND BILL HEALEY OF VIKING YACHTS WON THE AIM MARINE GROUP EDITORS' CHOICE LIFETIME ACHIEVEMENT AWARD IN 2014. THERE'S LITTLE QUESTION AS TO WHY.

BY KEVIN KOENIG





Bob and Bill stand together at the New Gretna factory. (Opposite) A trio of classic Vikings flying across the Atlantic back when the boats were still wood.

▶ *Check out a special video from the AIM Editors' Choice awards honoring the Healeys @ www.pmymag.com.*





(Above) They aren't as sleek as they are now but it's hard to argue with those lines. (Right) Neither Healey is afraid to get down and dirty.

It's hard to find anyone lately with a gripe with Viking Yachts. The boats are fast and pretty, seaworthy and stout. Indeed they're of such high quality that Viking's nearly cornered the semi-custom sportfisherman market. But it's perhaps the people behind the boats—the Healey family—that are even more impressive. You won't find many people with a bad word to say about them either; for good reason.

Viking was founded on the banks of the Bass River in southeastern New Jersey in 1964 by Bob Healey, a lawyer by schooling, and his brother Bill, a Marine who served in the Pacific during World War II. (Call him an ex-Marine at your own peril). The pair bought a marina that housed a builder of wooden boats called Peterson-Viking, and sort of just fell into the boatbuilding business. In retrospect, it was the happiest of accidents.

The company thrived throughout the '70s and '80s, but soon a double whammy of serious financial obstacles would truly put Viking, and the Healeys, to the test. First the recession hit in 1990, and shortly thereafter in 1991, the notorious Luxury Tax was imposed, adding a ten-percent surcharge to every boat sold over $100,000. The recession and the tax quickly set to choking the life out of the marine industry. Many companies folded. For its part, Viking shrank from about 1,500 employees down to just 65. It was a tough thing to do for both brothers to be sure, but Bob took it particularly hard. His famous saying around the company is "Take my money, just don't take my people." And now he was losing his people.

Putting his cash where his mouth was, Bob, the money man (Bill focuses on boatbuilding) offered to pay the tax on Viking sales himself. But potential owners still balked. The tax was bogus, they thought, no one should have to pay it. So in protest, nobody bought boats. And the layoffs kept coming, one time more than a hundred in a day.

"And that's when Bob lost his mind," says one long-time Viking employee, "he decided to put an end to the tax then and there." The Healeys soon mobilized. They filled buses with unemployed factory workers and sent them to D.C. to show the federal government the harsh reality of the tax. They got in important peoples' ears, softly. And they got in important peoples' faces too, with a bit more volume. They handled it like two old-school, Irish-Catholic guys from Atlantic City would be expected to: fiercely and relentlessly. It worked.

Thanks in large part to the Healeys' efforts, the tax was repealed in August 1993, and the boat industry collectively picked itself up and brushed itself off—some companies faster than others. You see, Viking, thanks to the vision of Bill Healey, had slowed production to a crawl during the tax years—to the tune of just 12 boats in 18 months—but they had never stopped coming up with designs. Bill rightly foresaw that once the tax was batted down, owners would come roaring back to the sport ready to buy. And he and his brother would be standing right there in the door at the Viking factory waiting to greet them.

And that's true. Despite Bill and Bob having reached the peak of success in the boating industry, with—one would have to imagine—enough money to care for their family for generations, they still come into the factory often, though they've passed the day-to-day stuff onto Bill's son Pat (Bob's son Bob Jr. stays involved with some ancillary business). In fact, legendarily, when he's at the factory, Bill Healey still says goodbye to every single one of his 1,000 employees (plus a company dog) on their way out the door at night—most by name.



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Viking's latest and largest launch to date, the behemoth 92 Convertible (above), is a favorite at shows. (Right) From left, Pat, Bill, Bob Jr., and Bob show it's a family affair.

But it's not just in the boat factory that the Healey brothers are loved. I know this from personal experience, because last year at the Ft. Lauderdale boat show, I was tasked with the seemingly unenviable job of finding other sportfish builders to go on camera and say what great guys the Healeys are and how much they've meant to the industry, for a video to be shown at the AIM Editors' Choice Awards. *Oh this is gonna be fun,* I remember thinking. Because really, who wants to go on the record tooting the competition's horn?

As it turns out, pretty much everyone I asked.

Randy Ramsey from Jarrett Bay, Jim Weaver of Weaver Boatworks, hell even John Ward of Hatteras sang the Healey brothers' praises. But the story that stuck out to me was one that actually got cut from the montage for time. It came from John Leek IV, proprietor of fellow Jersey sportfish builder Ocean Yachts. As John tells it, Ocean had been working on the Makaira 64 [see *Power & Motoryacht*, January 2015] for some time when the Great Recession did a number on his company. Among some other crucial components, Leek's boat was left with no propellers—until the Healey's lent him a pair. Now, mind you, Makaira is not just another boat. She's Ocean's attempt at breaking into the high-end, semi-custom sportfishing market. Viking's market. None of which mattered to the Healeys. Competition was out the window, building boats—and the people behind those boats—was what really mattered. They gave Leek the screws and helped propel Makaira, and indeed the industry as a whole, right along. No different than they've been doing for the last 50 years. And that's why the Healeys were honored with a well-earned AIM Lifetime Achievement Award. ❐


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STILL ON COURSE

DESPITE CHANGES IN OWNERSHIP, THE **SEALINE BRAND** CONTINUES TO DEVELOP EXCITING NEW BOATS, AND THE **F380** PROVES THAT SOLID CONSTRUCTION AND PERFORMANCE WILL NEVER GO OUT OF STYLE. **BY ALAN HARPER**





LOA: 37'4"
BEAM: 12'4"
DRAFT: 3'1"
DISPL: 21,605 lb.
FUEL: 240 gal.
WATER: 83 gal.
TEST POWER: 2/330-hp Volvo Penta D6 diesels
STANDARD POWER: 2/260-hp Volvo Penta D4 diesels
PROPELLERS: Volvo Penta G8, Nibral
BASE PRICE: $547,479 (approx.)
PRICE AS TESTED: $616,437

The first Sealine I ever took charge of was also the first boat I ever tested as a greenhorn magazine writer, more decades ago than I care to admit. It was a neat little 26-footer with a surprising amount of accommodation space, twin gasoline outdrives, a good seagoing hull, and the sort of lively, positive handling that puts a big smile on your face. I took to the boat immediately, and once I'd gotten used to the light steering, was throwing it about as if I'd been doing it for years, dancing in the wake of a photo boat, my anchor practically overhanging his transom.

When we got back to the dock after the shoot I prodded the photographer for his opinion, fishing for compliments about my magnificent driving skills. He just looked at me in his ponderous way and said, "You were a bit close."

A lot has changed since then, not least with Sealine. Once one of the "big five" British boatbuilders, the company built a solid reputation for style and innovation and prospered throughout the 1980s and '90s. But then the founder sold up and a succession of ownership changes heralded a slow decline—that is, until the Hanse Group bought Sealine out of bankruptcy in early 2014 and moved production to Greifswald, on Germany's Baltic coast, where it joins a portfolio of brands that includes Fjord, Moody, and Dehler. Hanse builds some 600 boats a year, sail and power. One of the designs the Germans took with them was the Sealine S380, a well-regarded sports cruiser whose Richard Crocker hull serves as the platform for this new flying-bridge yacht.

And what a flying bridge. The designers set out to create a class-leading top deck, and there is little doubt that they've succeeded—with its extraordinary length and generous beam the flying bridge both looks and feels like it's off a 50-footer, and thanks to an unusually deep wraparound windscreen and handrail it feels secure enough to support whatever antics the helmsman might be getting up to. Another stated aim of the design department was all-round sightlines from the main deck, and here again they've pulled it off: form follows function, and the saloon is admirably bright, with only the flying-bridge steps interrupting the view from the helm.

The F380 has a roomy two-cabin layout down below, with an open-plan galley on the port side at the bottom of the companionway. The forward cabin has a surprisingly generous en suite head and shower compartment, and while placing the berth well forward has made it rather high, there are two steps up each side, so access shouldn't be a problem. Good-sized opening portholes and a clear hatch overhead add to a sensation of spaciousness.

On the starboard side the twin cabin looks a little tight, but it has 7 feet of standing headroom by the door and more than 3 feet of sitting headroom over the berths. An infill piece can be dropped into place to transform the two separate berths into a double—which at 6 feet 7 inches by 5 feet is somewhat bigger than the one in the owner's stateroom. Meanwhile, a convertible dinette in the saloon creates another small double berth which although rather short and narrow would probably be adequate for children.

If the F380's interior has a flat-pack look about it, that's perhaps inevitable when all the veneered components are computer-cut, edged, drilled, collated, bar-coded, and assembled in a digital woodshop which is among the most advanced I've seen anywhere. The pieces are mated at right angles with dowels and glue, just like you'd expect, but the assemblies are solid, and these rigorously planned production methods reduce waste and keep costs down.

So it's perhaps a surprise in a shipyard where expenditure is kept under such close control to find that the F380 also exhibits some serious attention to detail. There are reassuringly sturdy handrails at both companionways, and a useful tray complete with drink holders set into the center of the folding saloon table. In the forward cabin, bedside lockers not only conceal electrical sockets that allow you to charge your phone overnight, they also feature a slot for the cable so that the lid closes properly. The teak step in the bow pulpit and its attendant cleat make bow-to mooring safer and easier, while both the cockpit and upper helm seats have reversible backrests, which immediately transform the seating arrangements.



Engine Special: Dock and Drive

Since we tested the F380, Sealine has begun offering its 'Dock & Drive' electronics package as a competitively priced option. It makes a lot of sense. Based on off-the-shelf Volvo Penta EVC parts and technology, it offers joystick control for maneuvering using independently mobile stern drives—itself a very worthwhile extra—but also includes "powertrim assistant" and "cruise control."

The two latter features are nice to have, but they also offer real benefits in efficiency. Stern drive trim is as much an art as a science, and getting it even slightly wrong can impact significantly on fuel consumption. Volvo Penta's is a smart system that automatically adjusts the drives during acceleration and continues to match drive trim to boat speed underway, to help you get the most mileage out of every gallon.

And the cruise-control function promises to take the trial and error out of setting the correct engine speed, particularly in choppy conditions, when it can be difficult to use the throttle levers with any precision. The feature is operated via a rocker switch on the front of the throttle module, which is positioned to be at your fingertips when you place your palm over the top of the housing. With a secure grip you can use the switch to make tiny adjustments to engine speed, and the function switches off as soon as the levers are reengaged. The feature is also likely to be useful at marina speeds, allowing you to fine-tune your vessel's progress to suit more crowded and confined spaces.



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The saloon of the F380 transforms to suit its owner's needs. It can seat six guests for meals or convert to a double berth. The cocktail cabinet (inset) rounds out this entertainment space.



Meanwhile, the hinged backrest in the flying bridge sunbed turns it into a comfortable and secure chaise longue. This quickly became my favorite spot on the boat.

Favorite, that is, apart from the helm seat. The F380 is an absolute blast to drive. This one, the first, had the big six-cylinder Volvo Penta D6 diesels, each residing in a tightly packed but well-engineered machinery space under a large hatch in the cockpit sole. While a 32-knot top speed is more respectable than remarkable, the way it gets there is pretty noteworthy—it took around 12 seconds to plane off from a standing start, thanks at least in part to Sealine's use of acceleration-boosting DPH duoprops. That gives you an idea of how alert the boat is to throttle inputs, but it's when testing the helm response of this tight-turning stern drive that the real fun begins. In hard turns the boat exhibits an exquisite amount of agility, and the turning circle felt only slightly wider than the boat's length.

When you've got the acrobatics out of your system, the F380 also shows itself to be a responsible and versatile cruising machine, happy to plane at any speed above 15 knots and with a useful cruising range comfortably in excess of 200 nautical miles. I found that performance and handling at pretty much all speeds were best with the drives trimmed all the way in and the trim tabs at about half-mast, which gives you the option of trimming the bow both up or down, to adjust for both following and head seas. It was a great ride, which brought a big smile to my face, and reminded me of that 26-footer I tested all those years ago.

A lot may have changed for Sealine since then, but perhaps not as much as you'd think. With its lively handling, brisk performance and excellent accommodations, the sporty little vessel was a winner that made a lasting impression. This new F380 not only shares all these attributes with her diminutive predecessor, she adds the advantage of size. She's a truly spacious, practical, and capable family cruiser, with a sparkling personality underway. ❐

Hanse Yachts U.S., 978-239-6568; www.sealine.com



RPM	KNOTS	GPH	RANGE	dB(A)
600	3.7	2.6	307	57
1000	6.0	3.7	350	58
1500	8.0	4.8	360	63
2000	9.3	7.9	254	67
2500	15.3	14.8	223	74
3000	24.0	22.7	228	75
350	32.3	32.8	213	78

CONDITIONS: air temperature 64°F; humidity 73%; seas: 1'; load: 206 gal. fuel, 16 gal. water, 5 persons, 50 lb. gear. Speeds are two-way averages measured w/ Raymarine GPS display. GPH provided by Sealine. Range is based on 90% of advertised fuel capacity. Sound levels measured at the lower helm. 65 dB(A) is the level of normal conversation.

NOTEWORTHY OPTIONS: Engine upgrade to 330-hp Volvo Penta D6 engines ($28,862); Navigation Package including Raymarine i70 display, HybridTouch plotter, autopilot at both helm stations ($20,925); Cruising Package including 35-pound Delta anchor and 98' of chain, trim tabs, 5-hp bowthruster, covers, fenders, warps, boathook ($19,482); Comfort Package including LED exterior lighting, saloon refrigerator, teak deck on flying bridge, upgraded mattresses, entertainment system, and saloon TV ($14,287)



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Used Boat REVIEW

Middle-Aged Salt



THE NO-NONSENSE TOLLYCRAFT 44 CPMY IS THE PERFECT PACKAGE FOR THE VALUE-MINDED CRUISER LOOKING TO PUT A FEW MILES UNDER THE KEEL.
BY CAPT. STEVE CREEL

This particular Tollycraft 44 CPMY has expanded outdoor living space thanks to the covered and enclosed aft deck. Note the tender forward.

When I look at newer boats today, I'm sorry to say that sometimes I can't differentiate the bow from the stern or the top from the bottom. All too often deck space has been sacrificed for interior accommodations, making deck chores cumbersome and in some cases, flat-out dangerous, and focus groups trump good ol' yacht design and sound practices. So I had to smile a little bit when I found the Tollycraft 44 Cockpit Motoryacht (CPMY) and was reminded about what an honest-to-goodness boat was all about.

Today, a used boat such as this 44 can be a great value, especially if the boat has a pedigree. Tollycraft's lineage began at the end of World War II, when Robert Merland "Tolly" Tollefson, returned from the war and worked as a carpenter. In his spare time, he built and sold his first boat, a wooden 35-footer that he assembled in the borrowed space of a window, door, and cabinet mill in Kelso, Washington. In 1946, he bought the mill and started building small runabouts.

In 1952 a fire destroyed that mill, but the event prompted Tolly to launch Tollycraft Yachts and build a better plant, creating bigger all-fiberglass boats. He worked extensively with renowned naval architect Ed Monk and in later years his son, Ed Monk Jr.

"We were more like engineers. We seldom had to do much more than make minor changes to Tolly's drawings. The inspiration and conception for each Tollycraft came from Tolly himself," recalled Monk Jr in *Three Sheets Northwest*. More than 6,000 boats between 28 and 68 feet were built over the next three decades.

Tolly sold Tollycraft to an investor group from Seattle in 1987 and retired. Under the new regime the company would file for bankruptcy in 1993 and permanently close its doors in 1997. However, Tollycraft retains a near cult-like following, evidenced by the Tollyclub *(www.tollyclub.com)*; a boat owners' club listing more than 330 boats and 650 members. After reviewing the 44 recently, it's easy to understand why.

The Tollycraft 44 CPMY is a stretched version of the 40 Double Cabin with the addition of the 4-foot cockpit and extended hull length. According to Gordon Graham, former purchasing manager of Tollycraft for 20 years, and a historian of sorts, 142 44 CPMYs were built between 1985 and 1993. I crawled all over a 1988 model in Stuart, Florida, that is listed for sale with United Yacht Sales (*www.unitedyacht.com*). This boat was originally equipped with gas engines, but repowered in its first year of ownership with 375-horsepower Caterpillar 3208TAs, currently with 2,600 hours.

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(That is nothing for these workhorse engines.)

The low center of gravity of the 44 CPMY gives the boat a very salty profile. The lines and angles are very clean and symmetrical, no guessing which way the boat is pointing! Boarding accessibility is either through port and starboard rail gates or via the swim platform and a transom door in the cockpit, accommodating fixed and floating docks. Side decks are recessed into the hull and flat; bow deck and aft-cabin decks are also flat, making this an easy, safe boat for working dock lines and the anchor. Transitioning from the side decks to the aft deck, and aft deck to the bridgedeck is easy. A four-step ladder from the aft-cabin deck accesses the cockpit. In my opinion, all of this is accomplished without compromising the interior space.

LOA: 44'2"
BEAM: 14'8"
DRAFT: 3'0"
DISPL.: 28,000 lb.
FUEL: 300 gal.
WATER: 140 gal.
CRUISING SPEED: 20 knots
TOP SPEED: 23 knots
BEAM: 14'8"
POWER: 2/ 375-hp Cat 3208TA Caterpillar diesels
ENGINE OPTIONS: 2/ 400-hp Detroit Diesel 6V53s; and gas options
PRICE:$79,000-$189,000

The flying bridge spans across the full width of the cabin top. I could sit in the helm seat, feet planted on the bridgedeck without the aid of a footrest, and see all four corners of the boat. The lines of sight were simply superb.

There is abundant deck space for toys, lockers, and additional refrigeration on the bridge and the aft-cabin deck. Beneath the cockpit is a spacious lazarette that houses the genset on the starboard side and plenty of room on the port side to keep cruise supplies and spare parts. Unlike a lot of lazarettes I have seen over the years, this one was clean and dry, the genset showed very little sign of corrosion and dampness. This certainly is a testament to the care Tollycraft took in designing the deck hatch.

The interior is spacious and airy with large windows—very little water staining seen around the windows of this 27-year-old vessel. The main cabin of this particular 44 had free-standing furnishings in the saloon, giving an owner numerous options. The master stateroom has an island queen and en suite head with stall shower. The galley is down to port and has a generous dinette to starboard. I'm a fan of dinettes. They allow you to actually face your family and friends during mealtime, and provide a perfect perch to set up the laptop for a little work in the morning before casting off the lines. A V-berth is forward with a wet head. The saloon, galley, and staterooms all have plenty of stowage for extended cruising.

The hull is solid fiberglass and features a modified V-shape with hard chines making her a very stable platform. With a fairly sharp entry, various rough-sea conditions are manageable. Performance and economy are a key point—at a full cruise of 20 knots with the twin CAT 3208 TAs, the fuel burn is approximately 20 gallons per hour. At displacement speeds of 8 to 9 knots the fuel burn will be drastically reduced to approximately 2 gallons per hour.

This particular Tollycraft 44 CPMY had minor blemishes, very little crazing and cracking in the exterior gelcoat finish, and a few repairs were noted where old antennas and other equipment had been removed—typical of a boat of this vintage. The stainless rails were in good condition with a few stanchion bases in need of refitting, all minor things for a 27-year-old boat, and another testament of the quality of materials and craftsmanship that went into this vintage Tollycraft.

Equipped with a new electronics package and a thorough mechanical survey and follow-through with recommendations, this boat is more than capable of the Great Loop and island hopping. The Tolly 44 CPMY has a salty cruising spirit and I'd recommend a hard look for the cruising-minded buyer. ❒

Broker Insight

Powered by BoatQuest.com Online Listings. Simplified.

We spoke to three brokers who had listings for Tollycrafts online. Here's what they had to say about these proven sea boats and the people active in the market for them.

Mark Connors, Bluewater Yacht Sales; www.bluewateryachtsales.com

"A couple of years ago, I sold a Tollycraft 48 to a couple who intended to cruise extensively—to do The Great Loop. They looked long and hard, and they knew what the Tollycraft brand was. They had their eyes set on a Tollycraft specifically because of the quality of construction, these boats have a good reputation for being very well built, strong hulls. The west coast doesn't have a lot of inland waterways and things like we do on the east coast, so everything they've built over there is built for the Pacific Ocean. The 44 is well known as having an excellent ride in a heavy sea. There are a few things about this boat that are attractive to people, especially the cruising couple. One reason for that is that it's got the cockpit which makes line handling so much easier. You don't have to get all your lines ready in advance, you're not walking up and down a ladder, you're just standing in the cockpit, which makes docking much easier. The second thing that's appealing is the large full-beam master stateroom with the en suite head. It's a nice space where a couple can spend a lot of time. Forward it's a V-berth arrangement, which, gives you a nice private area forward with another en suite head for your guests. It's got a traditional motoryacht layout with a saloon up with a galley down and a dinette across. The dinette converts to another double berth, which is yet one more feature that makes this boat desirable. Also the aft deck is tremendous. Just because it's a bit older doesn't mean that it doesn't perform the way it did when it was new. The engines may have some more hours and wear and tear on them but the hulls are going to be the same and they're going to last for many many years to come. This is the perfect platform for some boaters: She offers all the comforts of home, the safety of the Tollycraft's hull, and a good range: You can treat this boat like a trawler if you'd like, if you just want to get displacement speeds. You don't burn very much fuel at all but you also have the ability to push the throttles forward and you can get up on plane and cruise at 16 knots. It just depends on the day and the plan. It's a very versatile boat."

continued on page 100

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***Penalty for early withdrawal may reduce earnings.

ENGINE SERVICE BONUS:

▶Of course, marine engines, whether powered with diesel fuel or gasoline, have air filters. Whether you've got a simple one or a more complicated product (like a Walker AirSep) keep it clean—your engine will thank you.

▶Cracked, corroded, or otherwise iffy mechanical engine control cables should be replaced and carefully adjusted with dispatch. Not doing so can prove disastrous.



The 44 CPMY was designed when boats were still meant for living aboard in comfort. Note the side door next to the helm to ease docking.

Broker Insight *continued from page 98*

Scott Alprin, Emerald Yachts; emeraldyachts.com

"The Tollycraft 44 was built in the Northwest with Northwest cruising in mind. Tollys sell very well in the Pacific Northwest because of their solid construction and they're known for being very stable with a low center of gravity and low presentation on the water. Many Tolly owners started with the popular 26-foot Tolly flybridge sedan and stayed with the Tolly line as they moved up to larger boats. The 44-foot Tollys are cockpit motoryachts with a 4-foot cockpit extension on a 40-foot sundeck model. That's what makes these boats extremely versatile, and Northwest boaters like the full year-round usage of an extended living area of an enclosed sundeck. But the 44s also offer a cockpit for boarding, fishing and access to a dinghy or personal watercraft. The saloon areas are very spacious with an airy down galley and are often designed with island-queen staterooms both aft and forward."

Greg Andrew, Van Isle Marina Yacht Sales; www.vanislemarina.com

"The Tollycraft 44 is a lot of boat for the money. The biggest cost of ownership is moorage. It's 54 feet overall because of the dinghy hanging off the aft davit system, and the pulpit is quite long as well. The boat I have listed is rather unusual in the sense that it's equipped with twin Mercruiser gas engines. They built several of the 44 aft-cabin motoryachts with diesel engines, either CAT 3208s or Detroit Diesels, and this boat is pushing the envelope for where most people will still accept gas power. It's very well suited for short-term cruising—not so long distance—along our Gulf islands and San Juan Islands. Because if you treat it like sort of a fast trawler, it's not hard on those engines. A lot of the people it's appealing to are first-time boaters as well as seasoned boaters that have had smaller cruising boats that have wanted a bit more living space and amenities for extended stays onboard. Most buyers want to get out and experience the cruising grounds that we have to offer here on the Pacific Northwest and go through the islands. But what they perceive or what they envision doing generally is not always what they do in the end. I get a lot of people up from Washington State that have had smaller models, and they're interested in the one that's currently for sale. They bring their posse of other fellow Tollycraft owners to scrutinize the boat and there certainly is a cult following in the Northwest because of the heritage and tradition of the builder."



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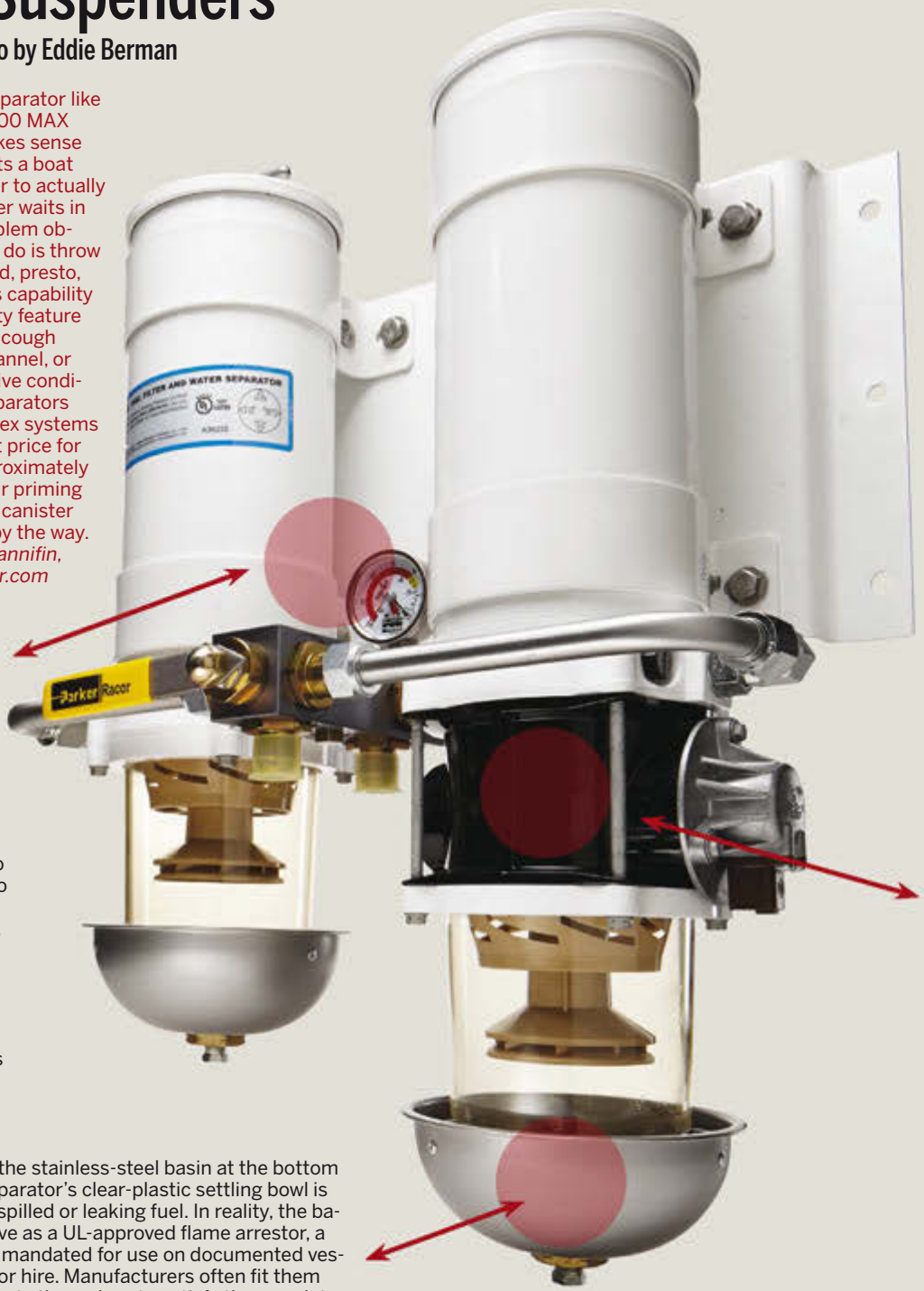
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Belt and Suspenders

By Capt. Bill Pike Photo by Eddie Berman

A duplex fuel-water separator like the twin Racor 751000 MAX unit shown here makes sense for one giant reason—it lets a boat owner employ one canister to actually process fuel while the other waits in reserve. Should a fuel problem obtrude, all the owner has to do is throw the yellow valve handle and, presto, he's back in business. This capability constitutes a serious safety feature should an engine begin to cough and choke in a fairway, channel, or under some other restrictive condition. Duplex fuel-water separators can be retrofitted to simplex systems but they aren't cheap—list price for a 751000 MAX unit is approximately $2,000. The black modular priming pump under the foremost canister is included in that figure, by the way. *Racor Division of ParkerHannifin, 800-344-286; www.parker.com*



The best way to know when to change the filters in a fuel-water separator is to check the vacuum gauge that indicates the level of restriction an engine's injector pump is having to deal with, typically measured in inches of mercury. Most injector pumps pull about 25 inches of vacuum, according to Racor's Mark Dickman. "So a restriction of 3 inches is probably fine," he explains, "but 8 to 10 inches means your fuel is starting to be restricted, and 12 to 15 inches means the injector pump is beginning to cavitate and your engine is probably sucking air."

Dealing with an air-locked diesel isn't fun. And to obviate the problem, Racor sells a modular electric priming pump that tops off an engine's fuel system after a filter change, manifolding blunder, or other issue that introduces air into the system. The Racor Turbine Priming Pump, as it's called, can be retrofitted to either a Racor 900MA or a 1000MA fuel-water separator. It comes in kit form and costs about $500 for a 12-volt version or $850 for a 24-volt version that features a sophisticated brushless electric motor. All kits include controls for helm and engine room, a canister-lid bleed-screw that lets air escape during pump-up, and four bolts that secure the pump module within upper and lower halves of the Racor unit.

Some folks think the stainless-steel basin at the bottom of a fuel-water separator's clear-plastic settling bowl is designed to hold spilled or leaking fuel. In reality, the basin is fitted to serve as a UL-approved flame arrestor, a fire-safety device mandated for use on documented vessels and vessels for hire. Manufacturers often fit them on recreational boats these days to satisfy the mandate should said boats wind up in the charter trade.

ENGINE SERVICE BONUS:
▶Make checking the level of your hydraulic steering fluid a regular thing. And always top off with the recommended brand.

Do It with Fresh Water!

YOUR BOAT WILL SMELL SWEETER WITH A FRESHWATER-FLUSH TOILET. YOU'LL MAKE FEWER STOPS AT THE PUMPOUT STATION, TOO. **BY MIKE SMITH**



Depending on owner preference, Dometic's VacuFlush technology comes in several versions, some with large residential-style fixtures.

Frank Shumway, if he is still on this planet, probably doesn't remember me, but I remember him well. We sailed through a hurricane together in 1972, on the way to Bermuda—a nasty couple of days. But that's not why I'm thinking of Frank now. It's because of Shumway's rule of marine-toilet operation: When you're finished with the head, pump it at least 20 strokes to clear the discharge line. That way, you won't get a septic tank pong from waste left in the hoses.

Following the Shumway rule kept our Bermuda-bound boat smelling sweet, even under the worst of conditions. We got some arm exercise from all that pumping, too, courtesy of Wilcox-Crittenden: The pump handle on our top-of-the-line Skipper looked like the shifter on a Mack truck. None of those namby-pamby electric heads for us! Wilcox-Crittendens today, incidentally, are built by Thetford (*www.thetford.com*) as part of their Tecma line.

But that was long ago, when a marine toilet drew water from the sea and discharged waste back into the sea, when there was no holding tank to smell or leak or overflow, and you could use massive volumes of water to flush without worrying about finding a pumpout station. But the same year Frank and I, and ten other wet, wind-swept guys, enjoyed the hospitality of the Royal Bermuda Yacht Club after the storm, the U.S. government passed the Clean Water Act of 1972, mandating more environmentally friendly handling of waste.

NO FLUSHING ALLOWED

After a two-tiered phase-in, by 1980 the Act required virtually all boats with installed heads to have a Marine Sanitation Device (MSD) either to treat sewage before discharge or hold it (in a holding tank otherwise known as a Type III MSD) for a later, legal pumpout. As a result, ship's plumbing became complex as folks devised Rube Goldberg-inspired arrangements to both comply with, and circumvent, the new rules. (In addition, I reckon sales of Y-valves increased at least 1,000 percent.) Shoreside pumpout stations were rare in the early days of the Act, so it was often problematic to empty a filled holding tank legally, and onboard discharge pumps frequently were activated on the sly.

When you think about it, things were a lot simpler in the days of the cedar bucket although comfort issues often arose. More to the point, have you ever used a cedar bucket for bodily functions? If not, it's worse than you might imagine, unless you rig some kind of seat. Back in the day, my dad bought a wooden seat for ours from the Crow's Nest, an old-time New York City ship's chandler. A modern version is still available: The TODD Bucket Potty Seat (*www.toddusa.com*) will fit a 3- or 5-gallon pail; West Marine sells them for $42. But hey, don't let the EPA catch you dumping that pail overboard.

At any rate, today there are plenty of pumpout stations, so the cedar bucket has more or less faded from the scene and boatmen have mostly made peace, or at least a truce, with the holding tank. Nevertheless, you can make it a better shipmate. There are easy, relatively inexpensive cures if your tank emanates odors that remind you of grandad's farm (see "Pungent Plumbing" on page 106), but if you want to go whole-hog and totally purify onboard atmospherics and aromas, upgrade your present seawater toilet to a freshwater-flush model. Your boat will not only smell sweeter, but the new toilet's reduced water usage will cut down on your trips to the pumpout station.

THE SWEET SMELL OF ... WATER?

Even "clean" seawater typically contains cyanobacteria, which produce oxygen through photosynthesis; copepods, tiny crustaceans that other marine fauna love to eat; fish eggs and larva; algae and plankton. Sure, this is mostly small stuff, but if you don't think it all adds up, remember that baleen whales live on it, and they need plenty of calories. And who knows what other pollutants are in there, especially near shore? Leave this mix in a closed tank for a while and you'll have an odoriferous slime even without adding human waste. If you've ever been hit with the smell of swamp gas when pumping your seawater toilet for the first time after it's sat for a while, you know what I mean.

Replace the sea water with clean, potable fresh water from the ship's tanks and the brew will be less potent. Not only that, but a modern marine toilet charged by pressurized fresh water, like Headhunter's Royal Flush system (*www.headhunterinc.com*), which sells for about $2,000, uses less water per flush because excess water doesn't have to be pumped in from the sea to flush out the waste: When you flush, pressure water rinses and empties

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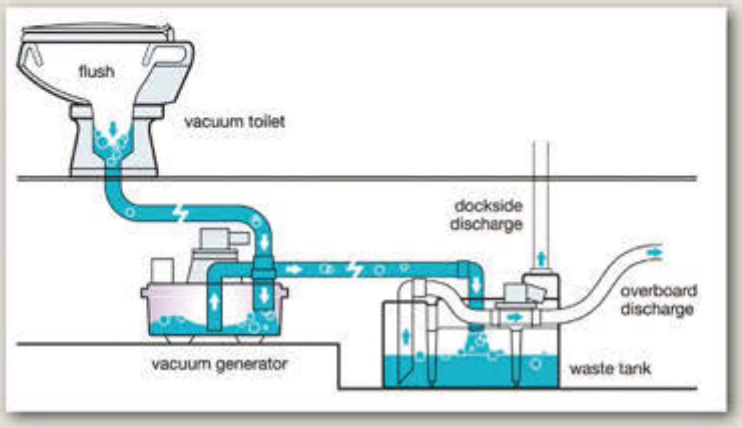


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Vacuum-type marine sanitation devices typically demand extra space to accommodate the three main components: the toilet itself, the vacuum generator, and the holding tank.

the bowl, and the amount of water used per flush is regulated by an electronic control. Water usage is typically measured in pints per flush rather than gallons, so for most of us freshwater use won't be an issue: There's plenty more back at the marina. And hey, if you're planning on crossing an ocean, you probably have a watermaker.



Vacuum-flush toilets, as the name suggests, suck waste from the bowl into the holding tank, rather than relying on water pressure to flush it through. This requires minimal amounts of fresh water—SeaLand VacuFlush heads (*www.dometicsanitation.com*), for example, use as little as a single pint per flush. After each flush, a vacuum generator re-establishes the vacuum for the next use. Upgrading to a VacuFlush system (a move that will typically cost you about $1,800) means adding not only a new toilet, but also the vacuum generator, so it's more complicated than just swapping toilets. SeaLand sells vacuum-generator/holding-tank combinations—the vacuum components sit in a niche atop the tank. It makes for easier installation, and you get a new holding tank, too.

Most of the major marine-toilet manufacturers—Raritan, Thetford, Jabsco, Vetus-Maxwell SeaLand, et

Pungent Plumbing

If your freshwater system still has holding-tank halitosis, chances are your plumbing is out of whack. Hoses don't stay odor-resistant forever, connections can leak, Y-valves start to drip, and so forth. Or maybe you're just not practicing proper tank maintenance. So before you drop big bucks on a new head, give your sewage system the once-over.

First, check for the obvious—a leaky holding tank. A thick-walled rotomolded polyethylene tank will stay tight and odor-free for many years, but sometimes builders skimp. Look for moisture and drips, bulging sides, and weeping fittings. Use your nose as well as your eyes. If the tank is made of metal, replace it—acids in waste have probably eaten pinholes through it. (I was once saddled with a black-iron holding tank and it wasn't pretty.)

Odor can permeate hoses that look fine. Marine sewage expert Peggie Hall, author of *Get Rid of Boat Odors*, says to wet a clean rag in hot water, wrap it around the hose and let it cool. Then take a whiff: If the rag smells, the hose is permeated. Check each hose, replace any that fail the wet-rag smell test. Use only top-quality odor-safe hoses; Trident Sani Shield #101 and #102 (*www.tridentmarine.com*) and SeaLand Odorsafe (*www.dometicsanitation.com*) are both good. Double-clamp them.

Don't overlook the vent. Vent lines should be as short, straight and horizontal as possible, and be larger than the 5/8-inch tubing most builders use—at least 1 inch. More fresh air in a holding tank promotes the growth of aerobic bacteria, which break down waste with minimal odor. Anaerobic bacteria, the kind that thrives in low- or no-oxygen conditions and lives in the human digestive tract, create the eye-watering holding-tank pong that reminds us of cow pastures on a hot summer afternoon. They do it by converting organic waste into methane. To fight back give your holding tank plenty of air by making sure the vent's clear.

And every time you pump out the tank, rinse it with fresh water, especially if you haven't switched to a freshwater-flush toilet. Fill it about a quarter full through the deck pump-out fitting, which will stir up the gunk on the bottom. Go for a ride to slosh the water around, and then pump it out again. And once a year open the inspection port and hose out accumulated sludge. Good thing pumpouts are free these days, or at least cheap!



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al.—build freshwater-flush toilets. The make and model that will work best for you depends on your specific circumstances, primarily the room you have to mount the new toilet and make the plumbing hookups. Consult with your yard manager or a marine-sewage expert to select a toilet and engineer the installation.

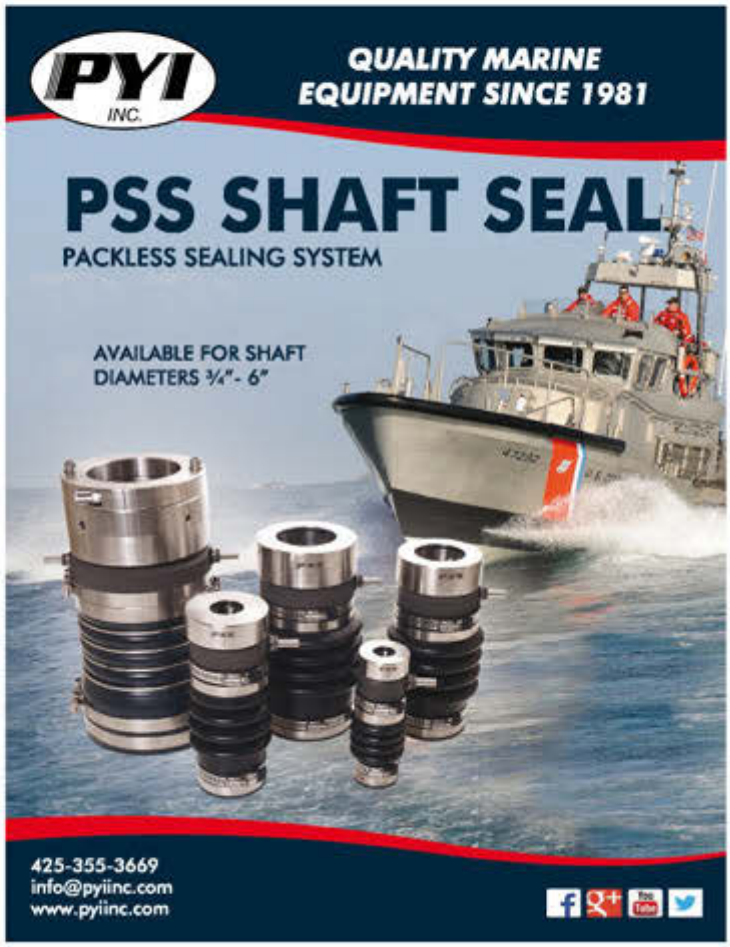
DON'T, DON'T, DON'T

Avoid like the plague all attempts to save a few bucks by re-plumbing a raw-water toilet to flush with fresh water. In the first place, most intake pumps will let pressurized water simply flow through the valves into the bowl. But from a safety standpoint, toilets not designed for freshwater flushing can let bacteria from waste migrate into your water system's supply lines, and from there into your freshwater tanks. So even if you figure out how to make it work, don't.

There is an option if you want to keep your present toilet, however. A FreshFlush device (*www.freshflush.net*) converts any raw-water head to fresh water without risk of contaminating the water tanks with E. coli or other nasty stuff, according to its manufacturer. It costs $299 and looks to be pretty easy to install: Mount the unit near the head, connect the inlet fitting to a freshwater feed (the manufacturer recommends tapping into the cold-water supply to the sink or shower), the outlet fitting to the head's water intake, and use the head just like you do now—only difference is, the head's intake pump will pull water from the FreshFlush, not the sea. The FreshFlush holds about a gallon of unpressurized water; after use, it refills automatically.

Marine toilets have come a long way since Frank Shumway preached his 20-stroke pumping principle. I think he'd be happy just to push the button once, and enjoy the sweet smell of fresh water. ❐





ENGINE SERVICE BONUS:
▶Cracked, corroded, or otherwise iffy mechanical engine control cables should be replaced and carefully adjusted with dispatch. Not doing so can prove disastrous.

Cruising With Capt. Creel

CAPTAIN COMMANDO



No, this is not a story about some action hero on a covert mission in foreign waters involving spies, special forces, and stealthy vessels. However, if you peruse Webster's definition of "covert," well, that part may ring true for this tale. This is a brief story about Hanes, yep, those tighty-whities. Sorry! I realize readers by now are going, "Really, again, Capt. Creel?"

It was in the spring of 1979 in Destin, Florida. I was 24, and the captain of the charter fishing vessel, *Southern Comfort*. It was a cool spring morning, in the midst of the king mackerel fishing season, and I had donned a pair of comfortable, loose-fitting white painter's jeans for the day's work. Warm enough for the cool morning, yet cool enough as the sun warmed the northern Gulf Coast. Customary to my southern conservative upbringing, I was also wearing a pair of Hanes tighty-whities. Michael Jordan was only 16 at the time and had not yet redesigned the Hanes tighty-whitie to actually fit a man.

The Gulf of Mexico was agitated just enough to pitch and roll the boat a bit as we trolled over inshore reefs and wrecks looking for a bite. The motion of the boat caused me to slide around a bit while seated in the vinyl flying-bridge helm seat. The fifth time around, because I had to stand up and retrieve what felt like 50 percent of my underwear from my crack, I shouted to my mate below to take the wheel for a moment. When he arrived on the bridge, I quickly descended the ladder and darted into my stateroom and removed the cotton nuisance. An hour or so after my return to the bridge, I started to realize how comfortable I had become with just those loose-fitting white painter's jeans.

Upon our return to the dock, my mate cleaned the catch for our charter customers and I cleaned out the drawer in my stateroom that stowed my tighty-whities. I put 'em in a brown paper bag, so no one would see what I was doing, found the nearest trash can, and said good riddance! It has been commando for me ever since, well, almost.

In 2008, I had a long business trip planned to visit five boats in Michigan, Maine, Maryland, and North Carolina, all of which needed warranty service. And I'd decided to throw in an extended visit with my parents who still live in Alabama.

Anyway, it was a great visit, until my mother asked for my laundry to wash before my departure. I gladly handed over my techy marine clothing with a request to dry low. But a few minutes later she asks, "Where's your underwear?" Sheepishly, I answer, "Uh, mom, I haven't worn underwear since 1979." The look on her face would have made a Calvary mule jump off a cliff. "He doesn't wear underwear," I overheard her say to my dad later on, aghast. I guess some people will never understand us boaters, not even our moms.

Well, it's 2015 and I just turned 60. I continue to live in South Florida and wear shorts year-round. But during these past winter months, I noticed things were getting a bit drafty, causing an uncomfortable feeling. My gosh, are they making these shorts shorter? No, they still strike me just above the knee. Oh, it's the age thing, you know, the body shifts we all go through as we grow older. But no, the shorts have not changed; it's me, a nad, I mean, a tad lower! So, given what's now become my cool, drafty condition, I reluctantly head off to Target to check out new tighty-whities. Great job Michael Jordan, especially the Boxer Briefs; they are comfortable, fit a man, and even come in colors, including camo! Hey Michael, Hanes should be paying you. I promise this is my last submission about my underwear. I had to promise the editor. ❐

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58' **Westbay** 1999 "CAISEAL"
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57' **Viking** 1998/99 "LOON"
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14 • 56' Navigator 1997 • 56' Neptunus 2001 • 56' Ocean 2001 • 56' Sea Ray 1998

81 • 55' Ocean 1987 • 55' Sea Ray 2005 • 55' Viking 1990 • 55' Viking 1998

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52' Ocean 2001 • 52' Sea Ray 2006 • 52' Sea Ray 2009 • 52' Three Buoys

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raft 1987 • 42' Cruisers 2002 • 42' Cruisers 2007 • 42'

42' Sealine 2003 • 42' Silverton 2006 • 42' Tiara 2005 •

' Sea Ray 2000 • 40' Cruisers 2003 • 40' Gulf Craft 2009

40' Mainship 1997 • 40' Mainship 2004 • 40' Meridian

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2005 Marlow Explorer 70E

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2003 Grand Banks Eastbay 49 HX

This Grand Banks is a well maintained and highly sought after two stateroom Eastbay model. Powered by twin CAT 660hp 3196 TA's and has received many upgrades.

Traded on a Marlow Explorer.



2007 Marlow Explorer 78E-CB

"Seven Seas" a well appointed, Command Bridge with large galley and casual dining area, eight person dining table forward of salon. Four staterooms plus crew quarters, powered by CAT 1400hp, 3412's she is ready to cruise.



2010 True North 34

This True North 34 built by Pearson Yachts has only 70 hours on her 435hp Volvo® diesel and an extensive list of options. She has been lift kept and is in wonderful condition.



2009 Great Harbour N47

"Shalala" is a well equipped two stateroom two head motor yacht ready for extensive cruising. Powered by twin 75hp Yanmar® diesel engines she is ready to cruise. Call today for details about this yacht.



2001 Neptunus 56 Flybridge

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2003 Marlow Explorer 57C

"Treasure" is a well maintained three stateroom yacht with Marlow's state-of-the-art construction methods shrouding her beautiful warm teak interior. Powered by the desirable Caterpillar® 800hp 3406 engines she is designed for efficient cruising. Call today for details.

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2002 Marlow Explorer 65C

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135' ALLOY



135' 2007 Alloy Motor Yacht
$14,250,000
Call Carmine for details 941.725.1610

130' WESTPORT



130' 2011 Westport Tri-Deck Motor Yacht
$16,900,000
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105' SUNSEEKER



105' 2002 Sunseeker Manhattan
$3,250,000
Call Michael for details 941.725.2782

84' SUNSEEKER



84' 2000 Sunseeker Manhattan
$1,450,000
Call Brandon for details 727.243.3016

82' VIKING



82' 2011 Convertible
$5,395,000
Call Jim for details 850.259.3246

80' DONZI



80' 2003 $2,295,000 Carmine 941.725.0587
58' 1999 CNV $599,000 Michael 941.725.2782

76' VIKING



76' 2012 $4,995,000 Michael 941.725.2782
76' 2011 $4,795,000 Kevin 850.259.1229

74' VIKING



74' EB 2008 $2,995,000 Micael 941.725.2782
74' CNV 2006 2,795,000 Jason 941.518.1171
74' EB 2007 $2,795,000 Chris 813.503.8398

70' HATTERAS



70' 1988 Hatteras Motor Yacht
$399,900
Call Cory for details 281.636.2228

70' VIKING



70' 2014 $5,325,000 Jon 337.258.4030
70' EB 2012 $4.395.000 Matt 850.259.9900

67' - 65' PRINCESS YACHTS



67' 2006 $1,695,000 Ron 941.545.6212
65' 2000 $649,000 Bill 239.285.4700

65' AMERICAN



65' 2003 American Convertible
$1,450,000
Call Michael for details 941.725.2782

64' VIKING



64' 2007 $1,795,000 Kevin 850.259.1229
64' 2007 $1,695,000 Tony 941.527.1273
64' EB 2007 1,699,000 Chris 813.503.8398

63' BERTRAM



63' 2007 Bertram Convertible
$1,115,000
Call Jim for details 850-259-3246

61' - 60' VIKING



60' 2008 $1,995,000 Carmine 941.725.0587
61' 2001 $825,000 Stan 850.596.1645

58' YACHTS



58' 2010 Tiara Sovran $1,075,000 Jim 850.259.3246
58' 2006 Sea Ray SB $599,000 Eric 850.259.3172
58' 2008 Sea Ray SS $759,000 John 239.603.3410

57' - 55' VIKING



57' 2010 $2,399,000 Stan 850.596.1645
56' 2006 $1,295,000 Jim 850.259.3246
55' 2013 Call For Pricing Michael 941.725.2782

54' CRUISERS



54' 2009 $675,000 Kerry 941.920.0774
54' 2005 $419,000 Jim 941.228.0530
54' EXP 2004 $349,900 Kerry 941.920.0774

50' MARQUIS



50' 2009 $849,000 Stan 850.596.1645
50' 2013 $949,000 Cory 281.636.2228
50' 2009 $675,000 Michael 941.725.2782

48' CRUISERS



48' 2012 $650,000 Jeff 239.691.8100
48' 2012 $535,000 Pep 813.299.5884
48' 2011 $668,000 Stan 850.596.1645

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68' WESTBAY SONSHIP 2004



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MTU 8V2000s, Updated Electronics
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Recent Full Services
Owner Motivated!

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CAT C-18, 121 Hours
2 Gyros, Great Electronics
Best Priced 64' On The Market!

58' TIARA SOVRAN 2008



Tiara's Flagship
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Many Extra Options
Ready for your inspection today!

43' GRAND BANKS EASTBAY FB 2002



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Contact Steve

39' TIARA SOVRAN 2009



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Owner Motivated!

39' CRUISERS YACHTS 2010



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62 Viking Convertible 2015



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55 Viking Convertible 2015



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Princess 56 Flybridge 2015



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390 Cruisers Sport Express 2015



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Staten Island Yacht Sales | *Diamond Listings* — ***Celebrating Our 50th Year!***



58 Viking Convertible 1998. T-1200hp MANs, teak cockpit, flybridge & covering boards, new enclosure, fish rigged. Clean, clean! Rich Lucas 877-713-6275



560 Cruisers Express 2007. T-715hp Volvos-800 hours. New enclosure, hydraulic swim platform, updated electronics. Our trade. Paul Aversano 877-690-1848



55 Prestige 550 Fly 2014. 600hp Cummins/ Zeus Pods, custom decor pkg., aft-docking station, galley-up & aft, loaded. Rich Lucas 877-713-6275



53 Carver Voyager 2006. T-480hp Volvos, low hours, hardtop, all the toys. Priced to sell. Our Trade. Call Dick Curry 877-689-0742



53 Azimut Flybridge 2011. C-12 715hp CATs, low hours, Seakeeper, Xenta Joystick, all the toys, very well-kept. Call David Hallinan 877-706-2464.



52 Ocean Super Sport 2001. T-800hp CAT diesels, custom updated interior, 2013 updated galley & dinette, 2012 teak decks. Rich Lucas 877-713-6275



50 Fairline Flybridge Sedan 2002. T-CAT 3196's, only 560 original hours, many updates. Asking $325,000. Call Dick Curry 877-689-0742



"Comparti"43 Azimut 2006. Custom seating, teak decks, numerous updates, motivated seller. Call Rich Lucas 877-713-6275



42 Viking Convertible 2012. Upgraded 600hp Cummins Diesels-250 hrs., ice chipper, great electronics, like new condition. Call Rich Lucas 877-713-6275



41 Carver CPMY 2006. T-370hp Volvo Diesels, 2015 Bimini top plus aft enclosure, top condition, bring offers. Call Paul Aversano 877-690-1848



39 Meridian 391 Sedan 2014. T-425hp Cummins, just traded on a new Prestige 50. A Great Price! Call Dick Curry 877-689-0742



"Corrun" 32 Cabo Express 2008. 440 Cummins, Palm Beach Tower, great electronics package. Call Frank Bongiorno 917-992-6229

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Staten Island Yacht Sales Diamond Listings

RICK OBEY
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Rick Obey 954.614.0519 Fort Lauderdale, FL. $10,995,000

130' 2009 Mangusta — Italy



Rupert Gregory 954.907.5622 $10,533,250

108' 2004 Mangusta Overmarine — Italy



Rupert Gregory 954.907.5622 $2,893,750

100' 2015 Baia Sport — Italy



Rupert Gregory 954.907.5622 $9,379,500

80' 2007 Ocean Alexander "Two C's" — Lighthouse Points, FL.



Yolanda Phinney 954.648.4264 $2,950,000

75' 2006 Sunseeker Yacht "Persistence" — Fort Lauderdale, FL.



Daryl Junck 954.610.7590 $1,999,000

Miami Boat Show

75' 2001 Sunseeker Predator "No Rules"



Rick Obey 954.614.0519 $999,000

Miami Boat Show

68' 2014 Sunseeker Predator "Second Thoughts"



Rick Obey 954.614.0519 $2,499,000

64' 2010 Cranchi HT "No Drama" — Fort Lauderdale, FL.



Rick Obey 954.614.0519 Call for Price

Miami Boat Show

64' 2011 Sunseeker Predator



Rick Obey 954.614.0519 $1,549,000

Miami Boat Show

62' 2007 Azimut Fly "Miss Liza"



Rick "Doc" Ridky 561.302.4130 $949,000

60' 2012 Sunseeker Predator "Young Guns" — Fort Lauderdale, FL.



Rick Obey 954.614.0519 $2,099,000

54' 2010 Sea Ray Sundancer "LA WOMAN" — Marina Del Rey, CA.



Barbara Kaufman 310.968.8885 $799,000

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Phone: 949.291.0029

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RICK OBEY
& ASSOCIATES

Miami Yacht & Brokerage Show
Feb 12-16, 2015

68' 2014 Sunseeker Sport Yacht "ZR1"



Rick Obey 954.614.0519 Fort Lauderdale, FL. $2,599,000

84' 2000/2013 Sunseeker Manhattan Fort Lauderdale, FL.
"Another Day"



Jenny Wicker 561.212.6663 $1,899,000

82' 2005 Sunseeker Predator Fort Lauderdale, FL.



Rick Obey 954.614.0519 $1,270,000

82' 2006 Sunseeker Predator Florida
"Samara"



Rick Obey 954.614.0519 Call For Price

74' 2010 Sunseeker Predator Fort Lauderdale FL.
"YTO"



Rick Obey 954.614.0519 $2,295,000

73' 2012 Sunseeker Manhattan Fort Lauderdale, FL.
"Sea C"



Rick "Doc" Ridky 561.302.4130 $3,150,000

72' 2006 Sunseeker Predator Fort Lauderdale, FL.
"Vida Boa"



Kerry Iler 561.714.8013 $1,295,000

Miami Boat Show

63' 2011 Sunseeker Predator
Fort Lauderdale, FL.



Rick Obey 954.614.0519 $1,899,000

61' 2002 Sunseeker Predator Fort Lauderdale, FL.
"Eagle II"



Rick Obey 954.614.0519 $950,000

61' 2002 Sunseeker Predator Fort Lauderdale, FL.
"Knotted Up"



Rick Obey 954.614.0519 $629,000

52' 2008 Sunseeker Manhattan Seattle, WA.



Kerry Iler 561.714.8013 $899,000

Miami Boat Show

48' 2014 Sunseeker Portofino XPS
"No More"



Rick Obey 954.614.0519 $929,000

Miami Boat Show

43' 2006 Azimut Fly



Rick Obey 954.614.0519 $379,000

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Featured Listings



2006 147' Sensation Yachts $14,000,000
Tucker Fallon (954) 801-3645



1994 126' Norship $2,988,000
Whit Kirtland (305) 793-5886



2015 38m (125') Danish Yachts
Whit Kirtland (305) 793-5886



1999 108' Westship $2,990,000
Whit Kirtland (305) 793-5886



1994/2014 106' Westport $2,995,000
Whit Kirtland (305) 793-5886



2011 103' Cheoy Lee $5,999,000
Iain Lawrie (917) 460-6219



2000 82' Horizon $1,300,000
Whit Kirtland (305) 793-5886



2011 75' Riva $3,750,000
Iain Lawrie (917) 460-6219



2002 74' Cape Horn Trawler $1,495,000
Whit Kirtland (305) 793-5886



1990 63' Ocean Sportfish $349,000
Chris Saumsiegle (954) 270-5617



2005 59' Pluckebaum $480,000
Dean Stuhlmann (954) 830-5070



2008 52' Cruisers Yachts $538,500
Carlos Navarro (954) 465-4501



2010 50' Marquis $629,000
Chris Saumsiegle (954) 270-5617



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Dean Stuhlmann (954) 830-5070

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New Listings

AESTIVATION



1989 80' Hatteras $569,900
Barry S. Flanigan (954) 868-5879

ANDALE II



2008 50' Mikelson Sportfish $740,000
Shaun Mehaffey (954) 658-2626

MY BUDDY



1989/2013 47' Buddy Davis $330,000
Iain Lawrie (917) 460-6219

Recently Reduced

LORA



2002 80' Northern Marine $2,450,000
Chris Surprenant (443) 831-0376

ALPHA DOG



2003 56' Californian Veneti $299,000
Chris Surprenant (443) 831-0376

GONE



2010 56' Symbol $1,285,000
Carlos Navarro (954) 465-4501

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GIGI II – 125' 2013 Hargrave Raised Pilothouse – World Cruiser with a stunning interior
Created for those who like to entertain on a grand scale, every room and every design detail has a larger than expected feel to it. The combined effect ensures this luxury yacht will have that "wow" factor which knowledgeable upscale owners demand. With her European styling incorporating full "wrap-around" windows she has luxurious accommodations for eight guests. As with all Hargrave yachts, the new 125 Raised Pilothouse is built to the highest quality and safety standards. She is ready for her new owners to step aboard and begin their adventures.



SASSY – 101' 2014 Hargrave Raised Pilothouse - Ready for entertaining & charter!
If you like only the very best you'll want to see our newest model from Hargrave featuring fresh new styling both inside and out that will be sure to please you, and is part of our leadership commitment to the industry. Hargrave has introduced more new models in the past five years than any other company we compete with in the US market. Look at our newest profile and enjoy the stylish shapes in the transom and flybridge deck. This is the future and it's here now. If you can afford the best, why wouldn't you want to own a Hargrave?



QUIET SUN - 76' 2015 Hargrave Flush Deck – Our Best Live-aboard design in a generation!
If you're buying your "last" yacht, don't miss this all new widebody design that can be handled easily by a couple. Combining the speed and stability that only comes with a Jack Sarin performance hull platform; she has more room in all the right places, plus state of the art entertainment and electronics. Powered by the new CAT C-18TA 1,150 engines and twin 20 kW gen sets. From the time you enter the main salon you will find yourself saying "wow" over and over during your tour. ***Our best Liveaboard design in a generation!***



TIGERS EYE – 98' 2008 Hargrave Sky Lounge - Strong Charter History
Accommodations for 9 guests in 4 staterooms with two crew cabins aft, large Jacuzzi on the sun deck, and our popular country kitchen. All the toys and options on this yacht which will provide a world class experience for the owner and guests. A favorite choice in the charter market, she is powered by Cat C-32 1675 hp engines. If you like to be pampered sometimes you'll appreciate this well thought out yacht. Designed to offer you and your guests the ultimate escape on the water.



NEVER QUIT – 78' 2007 Hargrave Flush Deck – Versatile and easily maneuvered plus remarkably spacious and livable
Built with a wide open floorplan perfect for entertaining, NEVER QUIT feels bigger than 78' and is loaded with the best equipment including a TNT tender lift that makes the bridge feel like a 100' yacht! The four stateroom layout with full walk around side decks and flybridge with custom built hard top for extra visibility and air conditioning, NEVER QUIT is the perfect yacht for your next quality yacht. Twin CAT C-32 with CAT Platinum Engine Warranties until 10/16/16.



SEA LEGEND — 114' 2009 Hargrave Raised Pilothouse - Designed to explore remote exotic locations in absolute comfort
This yacht has all the luxury of a motoryacht and the added convenience of a cockpit with fish well and dive locker for water sports. She has travelled the world covering 35,0000 miles to Scandinavia, Europe, North and South America, the Bahamas, and Caribbean. Her flybridge sports a retractable top and she even has an exercise Room with treadmill, weights and TV! Her 4 en suite Staterooms sleep 9 guests, and her crew quarters up to six. Reliable CAT C-3412 1400 hp engines and Cat 40kW gen sets.

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SEAVENTURE – 101' 2010 Hargrave Sky Lounge - Built for grand cruising adventures!
Breathtaking views from every location in this extended sky lounge model immediately sets SeaVenture apart. She has the unique ability to handle the hot sunny weather found in Florida or Mexico and then shift gears to delight the owner and his guests when cruising in the inclement weather common to New England and the Pacific Northwest. Caterpillar 1,675 hp C-32 series engines, Northern Lights generators, 4 large guest suites for up to 9 guests and 2 crew cabins that can accommodate up to 4 crew members. A great opportunity for you to own this like new custom built Hargrave Sky Lounge Motoryacht.



SEA LIFE – 68' 2003/2014 Hargrave Flush Deck – With a stunning open floor plan you are always part of the action
Clear sight lines fore to aft are the hallmark of this yacht's open floor plan. She has an impressive 3 ensuite stateroom layout, which accommodates up to six guests. Aft crew quarters feature over/under bunks and private head. Full walk around decks for easy line handling, twin CAT 3406 TA with 800hp engines, and Naiad stabilizers. New exterior paint and interior updated soft good package.



ALEGRIA – 72' 2004 Guy Couach Express - Ready to live life
Guy Couach is synonymous with comfort, quality and style. On deck and down below, the accommodation is spacious and extremely well designed for any type of boating adventure you wish to explore. Supremely comfortable, immaculately crafted and designed with 4 staterooms, convertible lounge, twin pilot stations, and MTU 12V183TE94. Alegria is designed to delight the eye for the luxurious pleasure of yachting.



AUTOSEA – 82' 2007/2015 HARGRAVE FLUSH DECK - designed & refreshed for family cruising
Ready to explore the great cruising grounds Maine to the Virgin Islands? AUTOSEA is set up for entertaining family and friends. The aft deck seats ten comfortably for meals while the large country kitchen boasts a huge forward facing dinette which is a fun place to be while underway. Full beam owner's suite mid ship, VIP cabin forward, and two additional guest cabins allows ten to sleep in comfort. Hand rubbed cherry wood paneling sets the tone for the impressive custom interior decor. Cruises at 20 knots with CAT C-30 engines. Equipped with dual generators, Naiad stabilizers, and extensive Furuno electronics package. Handles like a dream with wing controls and walk around side decks.



THE NEED TO "ESCAPE" HAS NEVER BEEN GREATER

In today's high pressure world, the level of stress and aggravation has never been greater, and perhaps that's why you're looking through this magazine. You're ready to do something and the question is what? One thing I can promise you – regardless of what you buy, the time you spend on the water will produce some of the greatest memories you will ever have with your family and friends.

Wondering which boat you should buy to take you there? You're probably thumbing through this magazine right now trying to narrow your search, checking out all the equipment, the performance, and the prices and you know what? It doesn't matter. It really doesn't.

You see, what you're looking for is not a boat; you're looking for an experience, and not just any experience, but an incredible experience. Your happiness has very little to do with the boat and everything to do with what happens after you let go of all that money. Visit with us and learn how we are putting the fun back in boating one owner at a time.

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Dominator 86s / 2008


Hatteras 80 / 2009


Riva 72 Splendida / 2004


Azimut 70 / 2014


Azimut 68s / 2011


Azimut 68 / 2005


Marquis 65 / 2005


Azimut Atlantis 58 / 2013


Azimut Atlantis 44 / 2014


Azimut Atlantis 38 / 2013


Doral Boca Grande 36 / 2008


Sea Ray 300 Sundeck / 2011

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RIVIERA 4400 SPORT YACHT 2009 Michigan
Lake Michigan Yacht Sales +1 231 439 2675 **$575,000**



RIVIERA M470 SPORT CRUISER 2003 Maryland
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RIVIERA 5000 SPORT YACHT 2012 Puerto Rico
Wally Castro Marine +1 787 398 6392 **$825,000**



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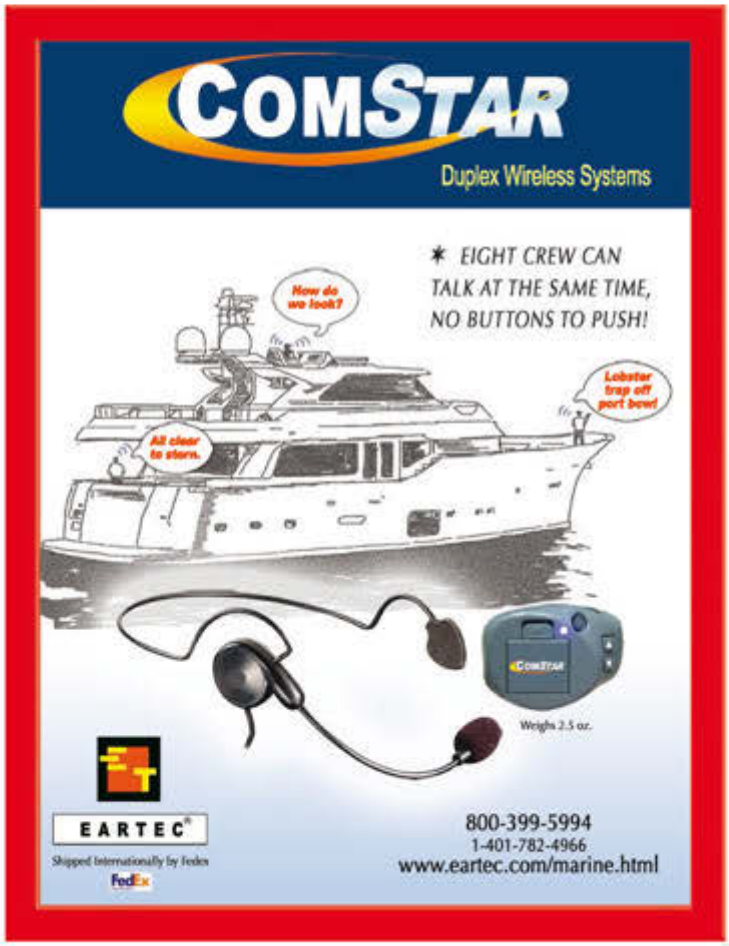
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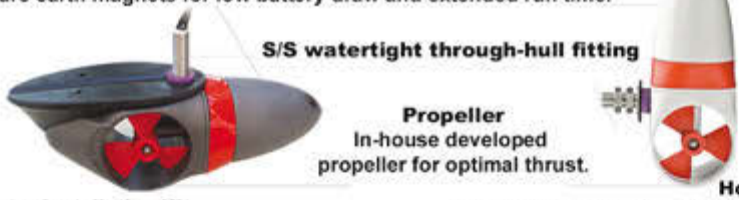


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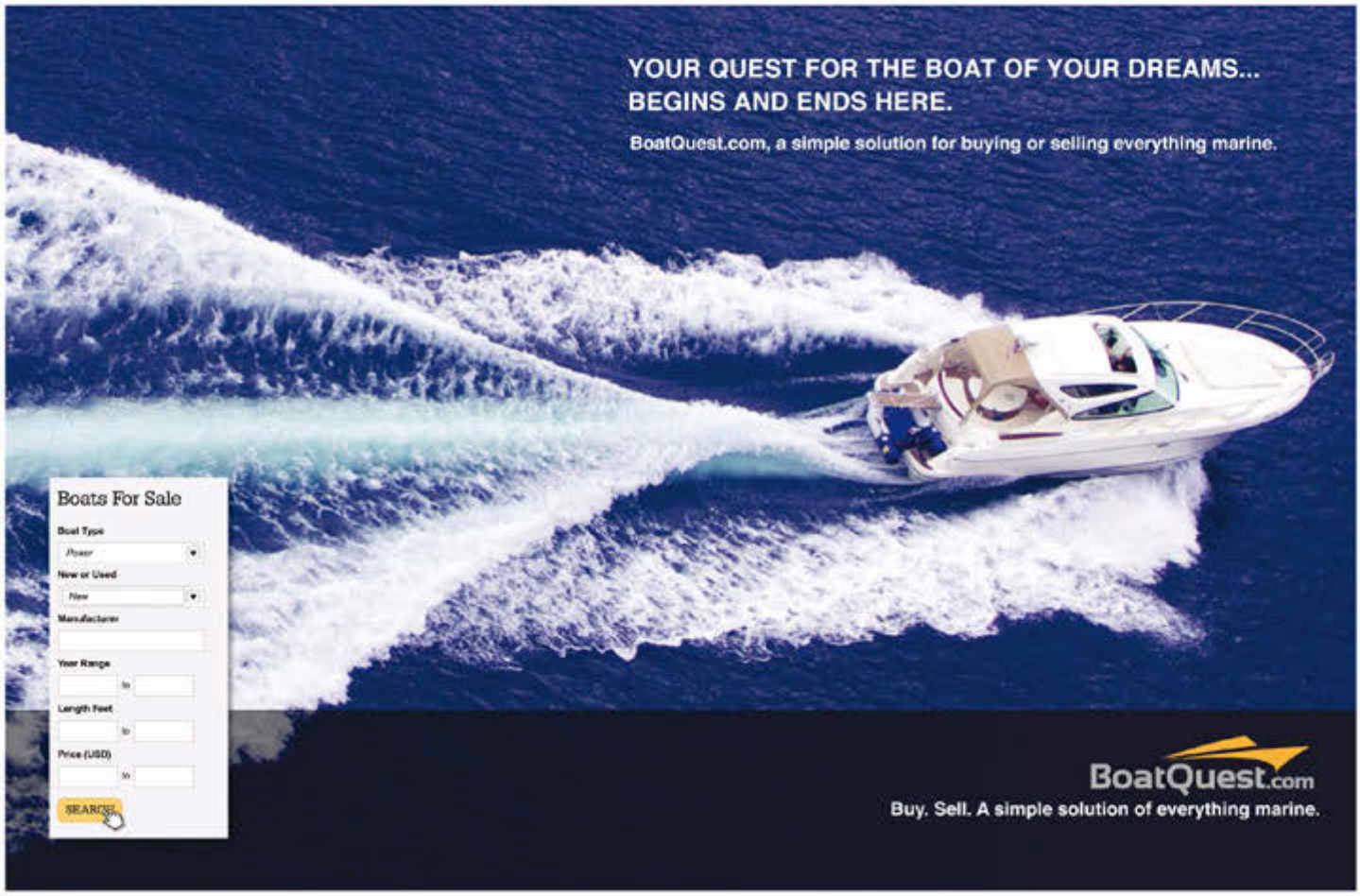
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AFTER WORD

Eight years spent fishing with a great man taught Robert Navarro how to be a good one. By Robert "Fly" Navarro as told to Kevin Koenig

Back in the '90s, before I ever owned a home or even a phone, all I did was fish. And I was young, but I guess I had carved out a bit of a reputation as a guy who knew how to act on a fishing boat. Plus I spoke Spanish fluently, so I could help these big sportfish captains get around in parts of the world that otherwise might have been tough.



At the time I was living in Venezuela, fishing every day. One day I got an e-mail from the captain of the *Reel Tight*, an 80-foot Merritt. It belonged to Jim Lambert, and that boat at the time was like the New York Yankees. No expense spared, no destination too far. Lambert wanted to meet me, because he was looking for a Spanish speaker to have onboard. He apparently wanted to ramp up his operation even more.

But I didn't really think too much of it. I was young and loving life, not thinking about much of anything other than fish. But then towards the end of the '90s, I decided to come back to the U.S., figuring it was time to put down some roots, buy a house, that sort of thing.

While I was at it I figured I'd meet up with Lambert and his guys. It turned out to be a real fun day. I had mostly been trolling in Venezuela, but they were kitefishing, and I was rusty. I was just trying not to screw up. I remember at one point I called Jim "Mr. Lambert," and he stopped me and said, "Hey, I put my pants on one leg at a time. You can call me Jim." I got the job offer when we got back to shore.

As I would soon find out, Jim had good reason to ramp up his fishing. He had recently been diagnosed with terminal lung cancer, and he figured if he was going to die, he wanted to fish as hard as he possibly could until it was time to go. That's how passionate he was.

It was the start of a beautiful relationship between Jim and me, or Boss, as I called him. I was still young, and he became like a father to me. I'd ask him for advice, like how to buy that house I wanted, and he'd help me out. Or I'd ask him stuff like how to handle some guy that was giving me grief. I mean, most times his advice was, "Tell him to go f**k himself!" But hey, sometimes that's the best advice. And he just generally taught me how to be a better person. There was this Asian guy who used to sell us bait. He didn't make much money, he just sold fish to people. But Jim, as successful as he was, he'd talk to anyone, and he ended up getting to know the guy pretty well. He actually paid for the guy's two kids to go to college. Same deal with a girl we knew down in St. Thomas. Young girl, you know, had the world out in front of her, but she had this lazy eye that she couldn't afford to fix. The Boss paid for her surgery. He was all heart.

We fished all over the world. There are so many stories about being on the boat with him that they're all kind of one big memory. But there was this one time when we were marlin fishing. Jim was pretty sick by then, and spent most of his time sleeping. But somehow he knew we had a bite, and he got up and set the hook, got in the chair and started reeling. And we were keeping an eye on him at this point because he was failing. I'm looking at him and I realize something's off, but I can't tell what it is. And then I realize it. "Hey Boss," I said, "Are you asleep?" And he just nodded slowly. He was basically sleepwalking. I mean, the man could hook a marlin in his sleep. Literally. How many guys do you know that could do that?

When Jim got his diagnosis, the doctors told him he had six months to live. But he just kind of said, "nope" to that. He would make it another eight years, fishing hard the whole time.

By 2008, we all knew the end was coming, Jim included. We shoved off in mid-April for a ten-day trip, knowing this would be one of the last. One day I was in the galley making lunch for everybody, like usual. I always made Jim's first—by that point I was just trying to keep meat on his bones. But really all he could take during the end was mashed potatoes and maybe some apple sauce. And I remember he was sitting there eating, looking out at the fishing lines, as was his custom, and he goes, "Hey Fly. How many blue marlin you figure you and I have caught together over the years?"

I said, "I don't know, but I'll check my logs and tell you exactly."

And he said, "No need for that. Just give it your best guess."

I thought about all the trips we'd done annually to Central America and such, and said, "I guess somewhere between 700 and 750?"

And I saw this really peaceful smile come over his face, and he nodded and said, "I'd have guessed 725."

Jim died on June 16th, 2008. It was a rainy day and I got a text message from his son as I was walking into my house. I just went inside and sat on the floor and started crying. Maybe even harder than when my own father died. But sometimes I think it's no coincidence I was in my own house when I found out, a house that working for Jim helped me pay for. I had come back to the States looking for roots, looking to grow up. I was just a kid with a pickup truck and a duffel bag when I met Jim Lambert. He turned me into a man. ❐

Robert Navarro, 41, is a professional sportfisherman from Palm Beach Gardens, Florida. You can call him Fly, everybody else does.

ROBERT NAVARRO'S FACEBOOK PAGE

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